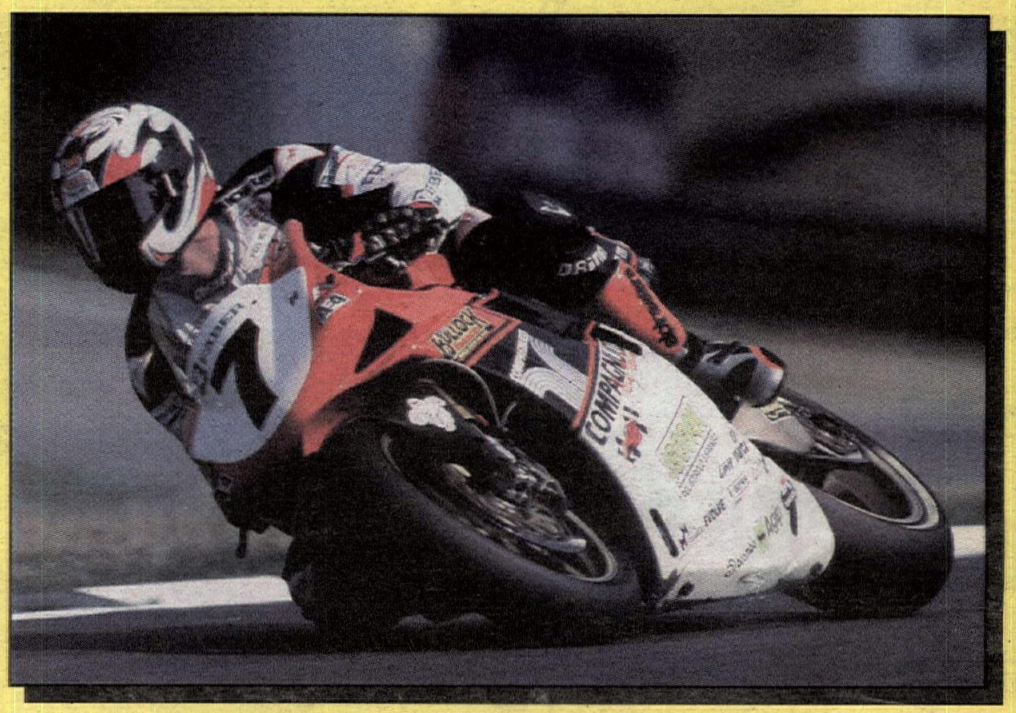
CYCLE NEWS®

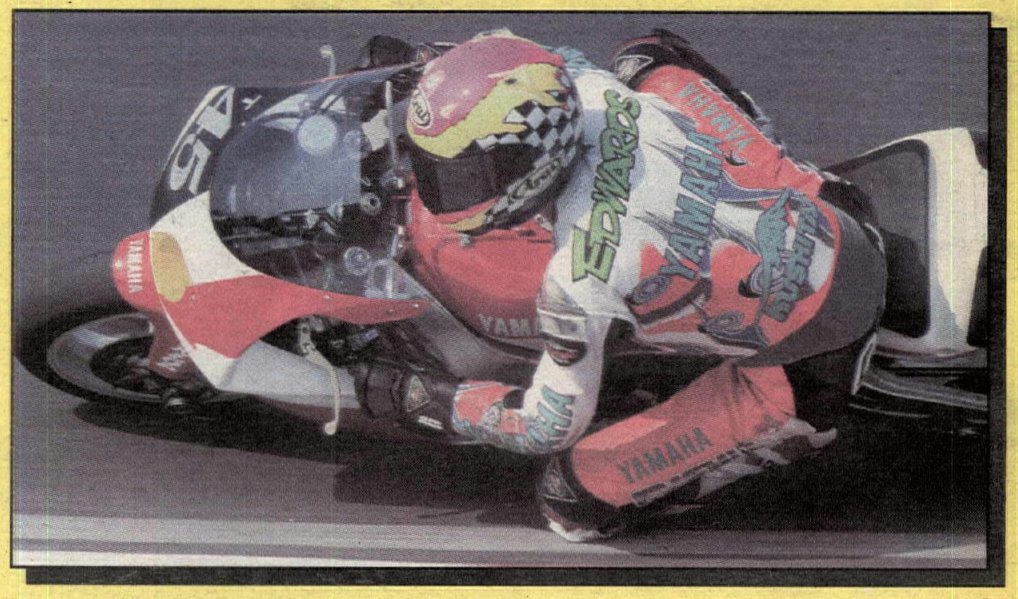
America's weekly motorcycle newspaper

August 14, 1996: Number 32 (outside the U.S. $3.25) $2.50

It's All Here

- ✔ **Criville wins Austrian Grand Prix**
- ✔ **Chili, Corser split wins in World Superbike**
- ✔ **Edwards/Haga take Suzuka 8-Hour**
- ✔ **Tresser gets his first in Peoria TT**
- ✔ **Emig's Millville clean sweep**
- ✔ **Sadowski stops 'em in F-USA**





IN THE WIND

Terry Thompson (BSA) took his first-ever National Championship Hillclimb victory in the 540cc class during round five of the series at the Muskegon Motorcycle club's All-Star Invitational on August 4 in Norton Shores, Michigan. **Paul Pinsonnault** (Hon) finished second and **Ted Wilkins** (Rtx) was third. In the 800cc class, points leader **Lou Gerencer** (H-D) continued his domination of the class with another win. **Glen Petty Jr.** (H-D) was second and **Tim Frazier** (Yam) finished third.

Charlie Bogard (Suz), **Danny Carlson** (Hon) and **Justin Buckelew** (Yam) were some of the big winners at the NMA Ponca City Grand National Championships in Oklahoma, on July 30-August 3. Bogard was a triple-class winner, topping the 250cc Stock and Modified, and 125cc Stock Pro classes, while Carlson ran away with the 125cc Stock and 250cc Modified Intermediate classes. Buckelew was the top minicycle rider as he also won three classes: 80cc (14-16) Stock and Modified classes, and the Supermini class. The event posted nearly 1200 entries.

Todd Levesque (Yam) scored the overall win at the NETRA Down East Hare Scrambles in Searsport, Maine, on August 4. It was his second win in a row. The runner-up was **Tom Norton** (Yam) while **P.J. Peculis** (Yam), **Rick Claxton** (CRE) and **Dave Gunn** (KTM) rounded out the top five.

Daryl Conner, who had qualified for the U.S. Junior World Trophy team for the International Six Days Enduro in Finland, on August 12-17, won't be making the trip abroad after all. While practicing for the event near his home in Pennsylvania, Conner crashed and was seriously injured. "We had a loop up in the mountains; it was dusty and he hit a root," said Conner's brother, Duane. Daryl suffered internal injuries, including a lacerated liver and kidney. He also suffered broken ribs and a concussion in the fall. He was airlifted to a hospital in Pittsburgh, where he is currently recuperating. Conner's position on the team will be filled by alternate rider **William Hamilton**, who was a member of the *Cycle News* Riders club team.

Andy Knapp, the younger brother of U.S. Junior World team rider Don Knapp, was named to replace Ray Simpson on the Appalachian Dirt Riders club team in Finland. Simpson had to withdraw from the event for personal reasons.

Speaking of **Don Knapp**, if stressing out about the ISDE wasn't enough, he got married on Saturday, August 3, just two days before leaving for Finland, in Fresno, California. Knapp married Danielle Winkler, and they will combine the ISDE with their honeymoon.

Three riders from the U.S. will compete on Italian-made **TM motorcycles**. Rick Crossland will ride a 300 Enduro, Eric Koeller a 250, and Jeff Kirshner a 125. Crossland and Kirshner will ride '97 production bikes that TM is unveiling at the Finnish Six Days.

AMA Pro Racing executive director **Tom Mueller** has resigned from the AMA, according to a press release issued by the AMA. "Due to a personal need to spend more time with my parents, I will leave full-time employment with the AMA to form my own sales agency," Mueller said. "My new business will allow me the flexibility to spend time with my family, and also to expand into four-wheel properties. The AMA was very supportive of my decision, and we are making arrangements where they will retain my services to continue pursuing sponsors." AMA Pro Racing Chairman Cary Agajanian confirmed that Mueller will continue to serve the AMA as an outside contractor in the areas of marketing and sponsorship sales. Mueller can still be reached at the AMA at 614/891-2429, ext. 260, regarding all AMA Pro Racing sales and marketing issues.

Remember the **tires** that were impounded by the AMA after the AMA National Championship Road Race round at Laguna Seca in April? The tires - three Dunlop D364s and one Bridgestone Battlax - which were taken from the motorcycles of Miguel DuHamel, Jason Pridmore, Brian Parriott and Andrew Stroud-are within "acceptable ranges," according to a report prepared by Smithers Scientific Services Inc. All tires were inspected and compared for carcass cord/belt construction, calculated carcass strength, physical properties and adhesion of tread. The conclusions are as follows: In regard to carcass and belt/cord data, "All ply and material analyzed fell within their acceptable ranges. The difference one may see regarding pick values, angles and cords per inch would be a direct result of the calendaring and tire-building process." In regard to physical properties and adhesion values, "All physical properties, hardness and adhesion values fell well within their acceptable ranges. Comparing the sets of tires in these tests indicate results very close to one another."

At the invitation of Republican presidential candidate **Bob Dole** and House Speaker Newt Gingrich (R-Georgia), thousands of motorcyclists are planning an organized ride on August 11 in San Diego, California, that will end at the site of the Republican National Convention, according to the AMA. The event is intended to highlight the importance of participation by motorcyclists in the political process. The event, entitled "Ride on the Convention" and endorsed by Republican Party leaders, will be led by Senator Ben Nighthorse Campbell (R-Colorado). It will start at San Diego's Fiesta Island at 9 a.m. and proceed to the convention site, where Dole, Gingrich and General Colin Powell have been invited to speak to the assembled riders.

Sunset Off-Road is offering to **transport** your **motorcycle** to the **Washougal National** motocross (and back) and provide limited technical support. The box van that will transport the motorcycles is equipped with a generator, an air compressor, electric and hand tools, and more. Motorcycles and parts will have to be delivered to Temecula, California, by 7 p.m. on August 13. There will be room for up to 14 motorcycles, but at least 12 motorcycles must be confirmed before the van leaves for Washington. The cost is $125. For more information, call (or fax) Sunset Off-Road at 909/676-6366.

According to a press release from McGrath Motorsports, AMA Super Arenacross Champion **Jimmy Gaddis** has signed a management agreement with McGrath for the 1996-1997 series. For more information, call Jim McGrath at 847/695-6700 or 847/428-6686.

The **one millionth vehicle** - a Gold Wing Aspencade - rolled off the line on July 26 at Honda's Marysville Motorcycle Plant. Honda has been manufactur-

The Verdict is in

American speedway racers Chris Manchester, Mike Faria, Charlie Venegas and Bobby Hedden, along with nine other international World Championship contenders, have been fined 4000 Swiss Francs ($3300) and banned from all FIM World Championship events in 1996 as well as all FIM International events for the next nine months as a result of their actions at the Overseas Final in Coventry, England, on June 6. The discipline was handed down because of rider boycotts over the use of solid-block tires, which resulted in the FIM cancelling the meeting. The riders can appeal the punishment, but they must pay their fines by mid-August or face a permanent ban from racing. Through to next year's GP series instead of the "unlucky 13" are Sweden's Jimmy Nilsen and Denmark's Brian Andersen, who finished first and second at the Intercontinental Final in Holsted, Denmark, on July 28. Gerd Riss, Stefan Danno, Mikael Karlsson, Ryan Sullivan and Brian Karger will take part in the GP Challenge at Prague in the Czech Republic on October 6. Continental finalists Tomasz Gollob and Slawomir Drabik, both from Poland, transfer to the 1997 GP as well with Zoltan Adorjan, Robert Barth, Rinat Mardanshin and Simon Wigg heading to the GP Challenge.

In related news, American rider Ronnie Correy faces a two-race ban and heavy fines for failing a breath test prior to a four-team tournament in England on August 4.

Everts perfect in French 250cc MX GP

Series points leader Marnicq Bervoets of Belgium saw his once seemingly invulnerable points lead slashed to just 22 points after scoring only 10 points in the French round of the 250cc World MX Series in Iffendic, on August 4.

The Beiffe Suzuki teamster was a nervous sixth in the opener and was excluded from the second moto after crossing the line in eighth. Title rivals Stefan Everts (right), the defending World Champion, and American Tallon Vohland, of the JHK Kawasaki team, both protested Bervoets after he had crashed into the crowd and allegedly received outside assistance to regain the track.

Everts, of the RWJ Honda team, was a double-moto winner in France, thus reducing his points deficit to 45 with two GPs remaining, and the defending champion could be just one point shy of the leader if his protest against exclusion from the British GP for a fuel infringement is upheld.

Vohland remains second on points, 22 behind Bervoets after posting 4-4 moto finishes in France. If the American eventually loses the title by a narrow margin then Team Kawasaki has only themselves to blame as Vohland was headed home by teammates for the second successive weekend.

Frenchman Frederic Bolley, also of the JHK Kawasaki team, had been third behind Yamaha's Yves Demaria, of France, in the opener and clinched second on the day with a runner-up placing in moto two, while 125cc World Champion Sebastien Tortelli, riding as a wild card, was third.

Kawasaki rider Tortelli, who clinched the 125cc title a few weeks ago, had charged quickly from seventh to third in the opener before crashing out.

New Zealander Shayne King moved relentlessly closer to taking the 500cc World Motocross title for KTM when he recorded his sixth win of the series at the infamous Citadel track of Namur in Belgium, on August 4.

The Kiwi now leads the defending champion, Husaberg's Joel Smets, of Belgium, by 26 points with three GPs remaining. Smets crashed in both motos to finish fourth on the day via 4-5 moto results, while King recorded a 2-1 and was joined on the podium by Husqvarna riders Jacky Martens (1-4) and Peter Johansson (3-2).

Alex Hodgkinson

ing at the Marysville plant since September 10, 1979. Of the one million vehicles to come off the Marysville assembly line, 315,000 of them have been Gold Wings, 490,000 have been ATVs and 195,000 have been other models of Honda motorcycles. According to a release from Honda, it currently takes 8.6 hours to build a Gold Wing.

Donner Ski Ranch in Norden, California, will host rounds six and seven of the **AMA/NATC National Championship Observed Trials Series** on August 10-11. Spectator admission is $5 per day with children 12 and under admitted free. Practice sessions scheduled for Thursday and Friday, August 8-9, are free. For more information, call 916/426-3635.

Former Triumph, Kawasaki and Suzuki factory road racer **Cliff Carr** has returned to the United States after a five-year hiatus in England. The Brit is trying to work his way back into the motorcycle industry and is interested in sales, promotions, marketing, operations, research and development and competition. Carr can be reached at 610/857-9616 or 717/949-6816.

According to AHRMA, **Progressive Suspension** will sponsor the vintage motocross and road race during Steamboat Motorcycle Week in Steamboat Springs, Colorado, on September 11-15.

KSFO Radio in San Francisco, California, is organizing a **protest rally** against the California Air Resources Board (CARB) on Wedesday, August 21, on the west steps of the Sacramento Capitol Building from 8:30 a.m. to 12:30 p.m. For more information, call 415/954-7523.

Australian Super Touring driver Charlie O'Brien has claimed that a concrete barrier probably would have prevented the tragic death of former Grand Prix road racer **Gregg Hansford** at Phillip Island on March 5, 1995, while the Australian was competing in a Super Touring car race. Hansford, 42, was competing in his first 2.0 liter race when he lost control of the car, which slammed into a tire wall and into the path of an oncoming car. O'Brien made his claims in Melbourne (Australia) Coroner's Court, where Coroner Graeme Johnstone is conducting an inquest into the death of Hansford, who won four 250cc GPs and six 350cc GPs in his two-wheeled career, reports *Cycle News* correspondent Darryl Flack.

O'Neal USA is currently accepting race resumes for the 1997 racing season. There are several levels of support available, including an entry-level program. Resumes can be submitted to O'Neal, att: Chuck Kober, Race Support Director, 9800 Eton Ave., Chatsworth, CA 91311.

According to a press release from **Mark Miller** Racing, Miller and Lockhart Phillips USA have mutually agreed to terminate their current working relationship. Miller was hired in November of 1995 to coordinate the Team Privateer Program, a sponsorship program supporting hundreds of road racers. "Lockhart really needs someone who can be there most of the time," Miller said. "It got to the point where I was gone racing more than I was in the office."

The eighth round of the AHRMA Western Regional Dirt Track Series, scheduled for August 18 in Hollister Hills, California, will feature **A Tribute to Joe Leonard**. The three-time AMA Grand National Champion will be on hand for the event.

Harley-Davidson Motor Company has signed an agreement for the purchase of Briggs & Stratton's 400,000 square-foot Vanguard facility located in Menomenee Falls, Wisconsin, to expand the production of Harley-Davidson engines and transmissions. "This is a giant step toward growing capacity to meet the future demand being set by our current and future customers, H-D President and Chief Operating Officer Jefferey L. Bleustein said. "Some of our current operations at the Capitol Drive facility will be moved to Menomenee Falls, allowing for future expansion of our powertrain operations at both locations." When combined with the company's new Kansas City manufacturing plant for Sportsers, the new facility should help Harley-Davidson reach its goal of being able to produce 200,000 motorcycles by the year 2003.

Kevin Bricker Promotions, in conjunction with Don Miller Jr., of B&W Distributing, has organized the **Red Dog Shoot-out** Professional Dirt Track Race to benefit the ROCK Reach for the Stars Program. The event, which boasts a $2500 Pro purse, is scheduled for Hills Ferry Speedway in Newman, California, on August 17. Gates open at 5 p.m. with the first race starting at 7:30 p.m. Adult admission is $6 with kids (6-12) $3. Bricker's goal is to raise $9000 for this year's event. For more information call 209/577-5134.

OPENED: Mike Kidd Promotions' home page on the World Wide Web. The official site of the AMA Super Arenacross Series can be found at the following address: http://arenax.com.

OPENED: Wiseco Pistons' home page on the World Wide Web. The site can be reached at www.wiseco.com.

PROMOTED: Kevin Decew to Yamaha regional sales manager of the newly created Northeast region; Bob Braun to Yamaha regional sales manager of the South region.

AUTOGRAPH SIGNING: At Hillsboro Honda Suzuki in Hillsboro, Oregon, on Friday, August 16, from 6 to 7 p.m. Team Suzuki Motocross is scheduled to appear. For more information, call 503/648-4555.

RESCHEDULED: The August 17 AHRMA Southeast Regional MX at Bremen, Georgia, to August 24.

MOVED: Suspension by Jake, to 752 N. Euclid St., La Habra, CA 90631, 310/694-3222.

CORRECTION: Due to a printing error, some flyers for the AMA National Motocross scheduled for Broome-Tioga Sports Center in Binghamton, New York, gave incorrect information regarding the Amateur program. Amateur riders do not have to pre-enter the event. For more information, call 717/346-0469.

CORRECTION: Flyers mailed out by the Gary Bailey Motocross School contained an incorrect phone number. The correct number is 540/650-1759.

HIRED: Alison Wimsatt by WERA Motorcycle Roadracing. Wimsatt will work in the public relations and marketing departments.

According to a press release from **WERA**, the following companies have agreed to move their contingency payouts from the National Challenge Sprint Series races orginally scheduled for May 26 at Summit Point Raceway to round eight of the series to be held at Memphis Motorsports Park on September 8: Bridgestone, Dunlop, Metzeler, Michelin, Pirelli, EBC, Ferodo, SBS Brakes, Graves Motorsports and Pro-Tek Sprockets have all agreed to double the contingency payout at this event. Suzuki has moved its contingency money to the August 31-September 1 race at Nelson Ledges; D&D Exhaust has moved its to round nine at Texas World Speedway on September 22, and will pay double contingency. The following companies have declined to move their contingency funds, according to WERA: Honda, Kawasaki, Yamaha and Vance & Hines.

Those wishing to advance their engine knowledge can do so by attending the **SuperFlow 1997 Advance Engine Technology Conference** in Colorado Springs, Colorado, on January 18-21, 1997. For more information, call 719/471-1746.

According to the FIM, a contract has been signed between the FIM and Editioins Lariviere SA, a Paris, France-based company, regarding the **Supercross World Championship**. Through this contract, the FIM is handing over the management and TV marketing rights of the Supercross World Championship to Editions Lariviere. The most vital points of the contract are the following: The Supercross World Championship will consist of at least six events, each behing held independently on one day; the sporting and technical rules are the responsibility of the FIM and the FIM licenses for the Motocross World Championship will be valid for the supercross series; the contract is valid until December 31, 1999 and Editions Lariviere will pay the FIM a total of $366,00 over this period.

Road Atlanta will begin running motocross races again on August 24 with the AMA Trans-MX Series promoted by SportStar Inc. The track has been on a Summer Olympics hiatus and the track has been widened and a new spectator area has been created during the down time. For more information, call 770/493-1792. CN

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(770) 934-7850. FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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VOICES
Letters to the editor

School Blues

I would sincerely like to apologize to all involved in the Tony D. Motocross School, held in Pennsylvania on July 23.

I was really looking forward to coming, but due to unforeseen circumstances I was unable to make it. I really hope I can make it up to you guys some day. Once again, apologies. I hope I'm forgiven.

Greg Albertyn
Riverside, CA

Albertyn, a three-time World Champion, rides for Team Suzuki in the AMA National MX and Supercross Series... Editor.

Chili feast

The Laguna Seca World Superbike round was action-packed and drama-filled as usual. On thing worth mentioning is that Pier-Francesco Chili deserves a lot of credit for his actions (besides knowing the fast way around Laguna). When John Reynolds and his factory Suzuki came through the Corkscrew and accelerated through the short shoot into turn nine, he got squirrely, lost the front end and then gathered it up only to get pitched over the top right in front of Chili. Pier-Francesco, with very few options, avoided Reynolds by heading for the sand trap and the concrete wall. Luckily, he was able to scrub off enough speed to avoid serious injury.

Also, did Miguel DuHamel break his ankle when he crashed in turn five in the second race?

P.S. It was good to see Steve Crevier in the pits - too bad he didn't have a bike to ride.

Michael Chordas
Davis, CA

DuHamel didn't break his ankle, although it was sprained. Still, the French Canadian was able to finish eighth in the Suzuka 8-Hour held the following weekend in Japan... Editor.

Thanks, AMA

I wanted to thank the AMA for instituting the recent Pro Support Volunteer Program. I recently helped out the AMA at a National Motocross race by putting up banners and taking a spectator survey. As a long time fan of National Motocross, it gave me an excellent opportunity to not only contribute to a sport I love, but also a great opportunity to see the factory teams up close and talk to some of the riders and team personnel.

Connie Fleming, Kerri Gunderman, Jim Brown, and Duke Finch from the AMA were all very helpful and were great to work with in this Pro Support Volunteer Program. Even though they were all busy, they took the time to answer all my questions and explain things. I would encourage others who are interested in supporting the sport and helping it grow to volunteer.

Jim Kimball
Delaware, OH

For more information on the Pro Support Volunteer Program, call the AMA at 614/891-2425... Editor.

Too late

I returned from the Grand National race at Quad-City Downs at 3 a.m. - exhausted. I've attended about 200 Grand National Dirt Tracks since 1965, and I'm concerned about the future of GNC racing and its ability to attract new fans.

Quad-City's National was a painful experience for such a well-promoted race. The facility was fine, the track preparation was great, and the racing was superb. So what happened? The program quickly fell behind schedule and the timetable to stage the National was soon scrapped. By 12 a.m., families with children were heading for the exit - they couldn't take it anymore. Some of the folks I talked with won't be back.

I wish everyone could see a race like Peoria. This is a prime example of how to put on a show. At 2 p.m. the first race gets the green. By 4 p.m. everyone is smiling and heading for home.

So let's get with it promoters and the AMA. Move the schedule up two hours if you must, but bring the fun and excitement back to the Grand National Championship. Please don't wear out all those new fans by letting this become some late-night horror show. Those newly disgruntled fans can just as easily stay at home, turn on their TV, watch a bad movie, and save their money.

Carl Swanson
DeKalb, IL

Johnny be really good

I wanted to say that my son and I had a great time at the World Superbike races at Laguna Seca last weekend. But something really great happened to us at the party at the Double Tree Hotel. When we were leaving the World Superbike party, we ran into John Kosinski at the front door of the hotel. I have never met him, but have read a lot about his off-track demeanor. However, when we walked up and got through the crowd and said all the usual, "Gee, great riding today" and "Hope you do well tomorrow" stuff, he was very kind in his responses to me and more importantly he took 10-15 seconds to talk with my son and let him know he appreciated his support.

It was a great experience for me and my son. Thanks, John. I am now more than just a great fan of your riding, I'm also a fan of you.

Dick Winningstad
lemans3@teleport.com

Smokin'

I recently had the privilege of being an honorary pit crew member for Smokin' Joe's Racing at Brainerd International Raceway during the AMA Superbike National. I would like to thank all the great people from R.J. Reynolds for this and a lot of other things that would not otherwise be possible. Also a special thank you to Martin Adams and the whole Smokin' Joe's team.

They certainly proved that you do meet the nicest - and usually the fastest - people on a Honda. It was an experience I won't soon forget.

Jim Watson
Cambridge, MN

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INSIDE
Issue #32 August 14, 1996

FEATURES

ROAD RACING
Austrian GP 6
Brands Hatch World Superbike 10
Road America NASB 22
Suzuka 8-Hour 28

DIRT TRACK
Peoria TT 14

MOTOCROSS
Millville 125/250cc National 18
Troy Amatuer MX 37
Irish 500cc GP 40

VINTAGE
Oklahoma VDTRA 32

HILLCLIMB
Montana Hillclimb 34

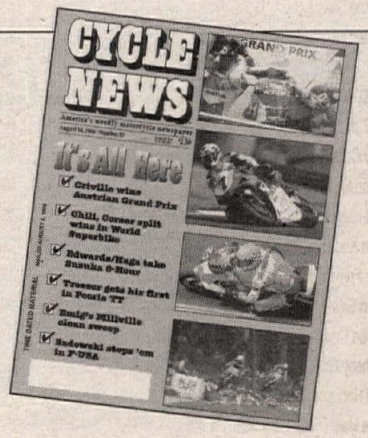
NEW BIKES
'97 Buells 36

HARE SCRAMBLES
Connecticut NETRA 38

TRIALS
Czech World Round 41

DEPARTMENTS

LEADERBOARD 5
EVENTS 42
CALENDAR 48
RESULTS 55
WANT ADS 56
LOOKING BACK 71
CARR'S COLUMN 71



ON THE FRONT COVER

Alex Criville won in Austria; Pier-Francesco Chili won in England; Colin Edwards II won in Japan; and Andy Tresser (91) won in Illinois. Photos by Gold & Goose, Eric Celis and Bert Shepard.

1996 Championship Point Standings

LEADERBOARD

COLIN EDWARDS

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 10 of 14 rounds)
1. Michael Doohan (Hon), Australia (211/6 wins)
2. Alex Criville (Hon), Spain (154/1 win)
3. Luca Cadalora (Hon), Italy (126/2 wins)
4. Alex Barros (Hon), Brazil (111)
5. Norifumi Abe (Yam), Japan (110/1 win)
6. Scott Russell (Suz), Alpharetta, GA (96)
7. Alberto Puig (Hon), Spain (70)
8. Tadayuki Okada (Hon), Japan (68)
9. Jean-Michel Bayle (Yam), France (67)
10. Carlos Checa (Hon), Spain (57)

250cc WORLD CHAMPIONSHIP
(After 10 of 14 rounds)
1. Max Biaggi (Apr), Italy (199/6 wins)
2. Ralf Waldmann (Hon), Germany (171/3 wins)
3. Jurgen Fuchs (Hon), Germany (112)
4. Luis d'Antin (Hon), Spain (100)
5. Tetsuya Harada (Yam), Japan (97/1 win)
6. Oliver Jacque (Hon), France (92)
7. Nobuatso Aoki (Hon), Japan (82)
8. Tohru Ukawa (Hon), Japan (74)
9. J.P. Ruggia (Hon), France (80)
10. Luca Boscoscuro (Apr), Italy (52)

125cc WORLD CHAMPIONSHIP
(After 10 of 14 rounds)
1. Haruchika Aoki (Hon), Japan (154/1 win)
2. Masaki Tokudome (Apr), Italy (133/3 wins)
3. Stefano Perugini (Apr), Italy (119/3 wins)
4. Tomomi Manako (Hon), Japan (109)
5. Noboru Ueda (Hon), Japan (98)
6. Emilio Alzamora (Apr), Italy (94/1 win)
7. Peter Oettl (Apr), Germany (88/1 win)
8. Ivan Goi (Hon), Germany (76/1 win)
9. Kazuto Sakata (Apr), Japan (75)
10. Valentino Rossi (Apr), Italy (73)

WORLD SUPERBIKE CHAMPIONSHIP
(After 7 of 12 rounds)
1. Troy Corser (Duc), Australia (229/5 wins)
2. Aaron Slight (Hon), New Zealand (221/1 win)
3. Carl Fogarty (Hon), Great Britain (181/2 wins)
4. John Kocinski (Duc), Modesto, CA (173/3 wins)
5. Pier-Francesco Chili (Duc), Italy (162/2 win)
5. Colin Edwards II (Yam), Conroe, TX (152)
7. Simon Crafar (Kaw), New Zealand (119)
8. Anthony Gobert (Kaw), Australia (117/1 win)
9. Neil Hodgson (Duc), England (70)
10. Mike Hale (Hon), Carrollton, TX (66)
W. Yoshikawa (Yam), Japan (66)

AMA SUPERBIKE SERIES
(After 8 of 10 rounds)
1. Miguel DuHamel (Hon), Canada (230/4 wins)
2. Doug Chandler (Kaw), Salinas, CA (220/1 win)
3. Tom Kipp (Yam), Chardon, OH (215)
4. Pascal Picotte (Suz), Canada (199/1 win)
5. Mat Mladin (Suz), Australia (193)
6. Shawn Higbee (Duc), Manhattan Beach, CA (163)
7. Larry Pegram (Duc), Baltimore, OH (148)
8. Aaron Yates (Suz), Milledgeville, GA (145)
9. Thomas Wilson (H-D), Oregon, OH (125)
10. Steve Crevier (Hon), Canada (124)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 8 of 11 rounds)
1. Miguel DuHamel (Hon), Canada (264/5 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL (238)
3. Doug Toland (Hon), Buena Park, CA (201)
4. Gerald Rothman Jr. (Hon), Manchester, CT (194)
5. Ben Bostrom (Hon), Redondo Beach, CA (193)
6. Andrew Stroud (Hon), New Zealand (179/1 win)
7. Todd Harrington (Kaw), St. Charles, IL (178/1 win)
8. Matt Wait (Hon), Lodi, CA (166)
9. Mike Smith (Kaw), Canton, GA (145/1 win)
10. Steve Crevier (Hon), Canada (129)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 8 of 10 rounds)
1. Pascal Picotte (Suz), Canada (272/4 wins)
2. Aaron Yates (Suz), Milledgeville, GA (266/4 wins)
3. Mark McDaniel (Suz), Santa Rosa, CA (221)
4. Michael Barnes (Suz), Boca Raton, FL (218)
5. Mark Miller (Suz), Long Beach, CA (187)
6. Jim Leslie (Suz), Ridgefield, CT (172)
7. Mark Black (Suz), Austin, TX (152)
8. James Randolph (Suz), Santa Rosa, CA (149)
9. Dale Kieffer (Suz), St. George, UT (113)
10. Jason Pridmore (Kaw), Ventura, CA (112)

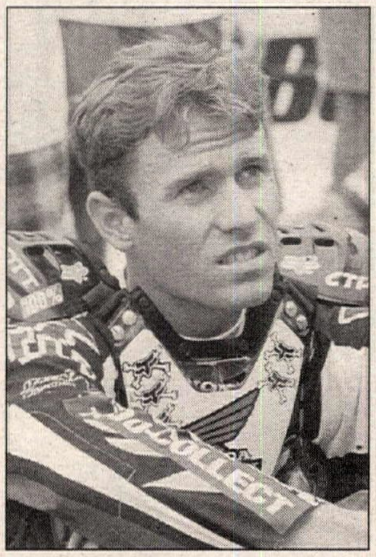
AMA 250cc GRAND PRIX SERIES
(After 8 of 10 rounds)
1. Rich Oliver (Yam), Fresno, CA (288/8 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (198)
3. Kristian Kass (Yam), Paramount, CA (230)
4. Mark Foster (Yam), San Juan Capistrano, CA (227)
5. Perry Melneciuc (Hon), Lehigh Acres, FL (175)
6. Bobby Keith (Yam), Redwood City, CA (172)
7. Cliff Tolley (Yam), Long Beach, CA (161)
8. John France (Hon), Melbourne, FL (150)
9. Roland Sands (Yam), Long Beach, CA (139)
10. Jason Roth (Yam), Dublin, CA (114)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 8 of 11 rounds)
1. Ben Bostrom, Redondo Beach, CA (250/4 wins)
2. Dave Estok, Daytona Beach, FL (201/1 win)
3. Hikaru Miyagi, Newport Beach, CA (182)
4. Nate Wait, Lodi, CA (178)
Matt Wait, Lodi, CA (178/2 wins)
6. Daigoro Suzuki, Brea, CA (172)
7. Mark Black, Austin, TX (164)
8. Brian Gibbs, Stockbridge, GA (162)
9. Eric Bostrom, Marina Del Rey, CA (150)
10. Richie Morris, Daytona Beach, FL (115)
Stephen Vlasblom, Las Vegas, NV (115)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)
1. Jeremy McGrath (Hon), Canyon Lake, CA (372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA (240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA (215)
4. Ryan Hughes (Kaw), Escondido, CA (202)
Phil Lawrence (Kaw), Menifee, CA (202)
6. Mike LaRocco (Suz), South Bend, IN (200)
7. Damon Bradshaw (Yam), Mooresville, NC (187)
8. Larry Ward (Hon), Florence, SC (178)
9. Damon Huffman (Kaw), Acton, CA (172)
10. Brian Swink (Hon), Reddick, FL (156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)
1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Brry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)



STEVE LAMSON

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)
1. Kevin Windham (Yam), Baton Rouge, LA (170/6 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Kim Ashkenazi (Hon), Australia (99)
4. Greg Schnell (Suz), Cucamonga, CA (97)
5. Mike Brandes (Suz), Ukiah, CA (89)
6. Casey Johnson (Kaw), Hesperia, CA (85)
7. Pedro Gonzalez (Hon), Mexico (73)
8. Jeff Willoh (Hon), Glendale, CA (58/1 win)
9. David Pingree (Kaw), Menifee, CA (52)
10. David Vuillemin (Kaw), France (45)

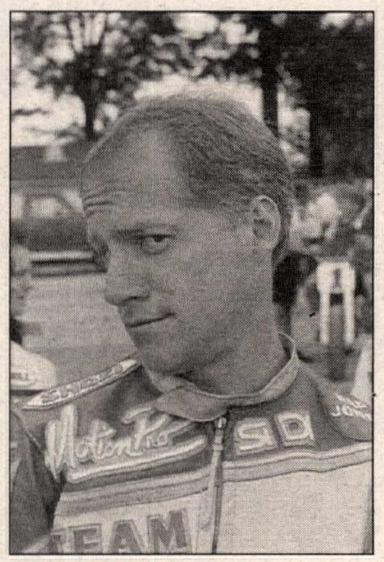
AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 10 of 13 rounds)
1. Jeremy McGrath (Hon), Canyon Lake, CA (452/6 wins)
2. Jeff Emig (Kaw), Riverside, CA (429/3 wins)
3. Mike LaRocco (Suz), South Bend, IN (317)
4. Greg Albertyn (Suz), Corona, CA (306/1 win)
5. Brian Swink (Hon), Reddick, FL (261)
6. Larry Ward (Hon), Florence, SC (251)
7. Kyle Lewis (Yam), Rosamond, CA (243)
8. Ryan Hughes (Kaw), Escondido, CA (232)
9. Jimmy Button (Yam), Phoenix, AZ (222)
10. Damon Bradshaw (Yam), Mooresville, NC (219)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 10 of 13 rounds)
1. Steve Lamson (Hon), Riverside, CA (448/8 wins)
2. John Dowd (Yam), Chicopee, MA (330)
3. Kevin Windham (Yam), Baton Rouge, LA (318/2 wins)
4. Tim Ferry (Suz), Palm Harbor, FL (271)
5. Buddy Antunez (Kaw), Moreno Valley, CA (231)
6. Ezra Lusk (Suz), Bainbridge, Ga (227)
7. James Dobb (Suz), Corona, CA (209)
8. Mike Craig (Hon), Lakeside, CA (207).
9. Chad Pederson (Kaw), Fort Dodge, IA (203)
10. Mickael Pichon (Kaw), France (198)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 8 of 20 rounds)
1. Rich King (Hon), Waterloo, IA (131/1 win)
2. Scott Parker (H-D), Swartz Creek, MI (127/3 wins)
3. Will Davis (H-D), Goldsboro, NC (123/3 wins)
4. Joe Kopp (H-D), Mica, WA (111)
5. Kevin Varnes (Hon), Pottstown, PA (95)
6. Steve Morehead (H-D), Findlay, OH (91)
7. Kevin Atherton (H-D), White Pigeon, MI (73)
8. Brett Landes (Hon), Los Gatos, CA (67)
9. Dave Camlin (H-D), Rock Island, IL (46)
10. Ronnie Jones (H-D), Oklahoma City, OK (38)

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 4 of 14 Rounds)
1. Georgie Price IV (H-D), Sicklerville, NJ (64/1 win)
2. Nate Wait (H-D), Lodi, CA (57)
3. Jess Roeder (H-D), Monroeville, OH (53/1 win)
4. Eric Bostrum (H-D), Marina Del Ray, CA (47/1 win)
J.R. Schnabel (H-D), West Bend, WI (47)
6. Jason Fletcher (H-D), Gaylordsville, CT (45)
7. Mike Hacker (H-D), Prince George, VA (42/1 win)
8. Shaun Russell (H-D), San Jose, CA (37)
9. Robert Miller (H-D), New Holland, PA (36)
10. Scott Stump (H-D), Marion, OH (34)



RICH KING

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 2 of 3 rounds)
1. Brett Landes (Rtx), Los Gatos, CA (27)
2. Davey Camlin (Rtx), Rock Island, IL (26)
3. Kevin Varnes (Rtx), Pottstown, PA (23/1 win)
Steve Morehead (Rtx), Findlay, OH (23/1 win)
Georgie Price IV (Rtx), Sicklerville, NJ (23)
Charlie Orr (Rtx), Dallas, TX (23)
7. Andy Tresser (W-R), Redwood City, CA (19)
8. Ricky Graham (Hon), Salinas Valley, CA (16)
9. Rich King (Hon), Waterloo, IA (15)
10. Mickey Fay (Rtx), Spanaway, WA (14)

SPEEDWAY WORLD INDIVIDUAL CHAMPIONSHIP SERIES
(After 2 of 6 rounds)
1. Hans Nielsen (Jaw), Denmark (43/1 win)
2. Tommy Knudsen (GM), Denmark (41/1 win)
3. Tony Rickardsson (Jaw), Sweden (38)
4. Billy Hamill (GM), Monrovia, CA (36)
5. Gary Havelock (GM), Great Britain (27)
6. Greg Hancock (GM), Costa Mesa, CA (25)
7. Henrik Gustafsson (GM), Sweden (18)
8. Chris Louis (GM), Great Britain (17)
9. Craig Boyce (GM), Australia (12)
Marvyn Cox (GM), Great Britain (12)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 5 of 9 rounds)
1. Randy Hawkins (Suz), Travelers Rest, SC (119/2 wins)
2. Ty Davis (Kaw), Hesperia, CA (106/3 wins)
3. Michael Lafferty (KTM), Millville, NJ (91)
4. Kevin Hines (CRE), East Wareham, MA (86)
5. Steve Hatch (Suz), Ithaca, NY (73)
6. Matt Stavish (KTM), Blaine, MN (55)
7. Kelby Pepper (Kaw), Center, CO (40)
8. Kevin Bennett (TM), Millville, NJ (28)
9. Patrick Garrahan (Kaw), Boulder Creek, CA (25)
10. Jason Dahners (KTM), Redmond, WA (23)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds)
1. Greg Zitterkopf (Kaw), Chino, CA (94/1 win)
2. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
3. Paul Krause (Kaw), Irvine, CA (71)
4. Destry Abbott (KTM), Phoenix, AZ (65)
5. Jeff Capt (Hon), Glendora, CA (59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (58)
7. Donnie Book (Kaw), Gypsum, CO (44)
8. Abe Baumann (Kaw), Garden Grove, CA (42)
9. Jim Gray (KTM), Gunnison, CO (41)
10. Steve Hengeveld (Kaw), Phelan, CA (32)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)
1. Rodney Smith (Suz), Oakley, CA (96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (75)
3. Jason Dahners (KTM), Redmond, WA (67)
4. Eric Mashbir (Hon), Oakland, CA (41)
5. Brian Garrahan (Kaw), Boulder Creek, CA (39)
6. Cole Marshall (Hon), Boulder Creek, CA (38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
Scott Summers (Hon), Petersburg, KY (30/1 win)
Ty Davis (Kaw), Hesperia, CA (30/1 win)
10. Rob Kopp (Kaw), Mica, WA (29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)
1. Steve Hatch (Suz), Ithaca, NY (144/2 wins)
2. Scott Summers (Hon), Petersburg, KY (131/5 wins)
3. Duane Conner (Yam), Washington, PA (116)
4. Scott Plessinger (KTM), Hamilton, OH (110/1 win)
5. Randy Hawkins (Suz), Travelers Rest, SC (93)
6. Rodney Smith (Suz), Oakley, CA (83)
7. Fred Andrews (Yam), Salem, OH (82)
8. Frank Keegan (Yam), Canonsburg, PA (79)
9. Gene Onail (Kaw), The Plains, OH (76)
10. Doug Blackwell (Yam), Parkersburg, WV (62)

AMA/NATC NATIONAL TRIALS SERIES
(After 5 of 9 rounds)
1. Ryan Young (G-G), Lexington, KY (130/1 win)
2. Geoff Aaron (Bet), Redding, CT (129/3 wins)
3. Raymond Peters (Sco), Moreland, NY (96)
4. Mark Manniko (G-G), Aurora, CO (92/1 win)
5. Jess Kempkes (G-G), Lincoln, NE (78)
6. Lonny Halsted (Bet), Clackamus, OR (75)
7. Matt Moore (G-G), Sapulpa, OK (69)
8. Ryon Bell (G-G), Canada (67)
9. Dennis Sweeten (Bet), Salem, OR (60)
10. John Clark (G-G) (54)

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 9 of 10 rounds)
1. Marc Colomer (Mon), Spain (164/5 wins)
2. Dougie Lampkin (Bet), Great Britain (149/2 wins)
3. Jordi Tarres (G-G), Spain (136/2 wins)
4. Kenichi Kuroyama (Bet), Japan (103)
5. Bruno Camozzi (G-G), Italy (92)
6. Amos Bilbao (G-G), Spain (68)
7. Takahisa Fujinami (Hon), Japan (60)
8. Tommi Ahvala (Fan), Finland (58)
9. Marcel Justribo (Bet), Spain (47)
Graham Jarvis (Sco), Great Britain (47)

DUANE CONNER

Round 10: Austrian Grand Prix

Spellbreaker

By Michael Scott / Photos by Gold & Goose

Alex Criville finally won his first 500cc Grand Prix of the season, beating World Champion Michael Doohan in a straight fight in the Austrian Grand Prix.

ZELTWEG, AUSTRIA, AUG. 4

Alex Criville finally broke Michael Doohan's spell over him in the Austrian Grand Prix. At race after race, the junior Repsol Honda rider has found all sorts of different ways to be beaten by the defending World Champion. On Sunday, at last, he turned the tables.

In a thrilling afternoon, with close battles all the way down to 10th place and beyond, the Spaniard christened the brand-new A1-Ring circuit with a breathtaking last-lap attack that had Doohan close to crashing as he fought to regain the lead he had held for much of the race.

Conditions at the new track, opened only a week ago after a total remodeling on the site of the old Osterreichring, were cool and overcast but dry - a great relief after a series of cloudbursts the day before had flooded the track and paddock with mud, causing the second day of practice to be abandoned and threatening the event with cancellation. As it was, a fair crowd of 32,000 made the trip to the spectacular venue in the chocolate-box Alpine foothills, to be rewarded with one of the best 500cc races of a good year.

But the shortage of practice left Doohan to take a gamble on front tire choice, with a softer-compound front that he had not been able to test. It did not pay off, and as he fought for grip Criville took advantage to cross the line half-a-second ahead.

"I had the move planned out, but I knew I would have to wait until the end of the race," said Criville - a statement more usually made by Doohan in a season where he has successfully bamboozled the Spaniard in a series of close battles.

Doohan shouldered the blame for the error. "He's been pushing me all year, and today it was his turn to win," he said. "We all choose our own tires, and I made the wrong choice. Congratulations to Alex." He also had a gearshift problem, with the bike dropping to first as he went into one of the track's slow turns. "That's why I went sideways, and by the time I recovered I'd lost too much ground to fight back." Doohan still leads comfortably overall on points.

Marlboro Yamaha rider Norifumi Abe was third, only four seconds behind, for his second successive rostrum finish as he picks up the race pace; and Kanemoto Honda's Luca Cadalora fourth, dropping right away at the finish.

Then came a marvelous battle for fifth, with at one stage six works bikes swapping places inches apart. The position went to Pileri Honda's Alex Barros, by a tenth of a second from Scott Russell's Lucky Strike Suzuki, after a strong recovery ride. Russell had led into the first corner only to run wide and drop to last place, to scythe through the field once more.

Carlos Checa was seventh on the Fortuna Honda, with Loris Capirossi moving through to eighth in the closing stages, displacing fellow Marlboro Yamaha rider Jean-Michel Bayle, Elf 500 rider Juan Borja, and Repsol-Honda V-twin rider Tadayuki Okada, who had qualified on the front row of the grid.

There were upset results in all classes, with not one defending champion (all of whom lead on points) winning a race.

Earlier, series leader Max Biaggi and the Chesterfield Aprilia had taken the heat out of the 250cc race, colliding with pole starter Olivier Jacque and his Chesterfield Elf Honda on only the second corner, and taking them both out of the race.

This left HB Honda's Ralf Waldmann to a virtually unopposed win, with recovered injury victim Luis d'Antin second and Waldmann's teammate Jurgen Fuchs third. It was a processional race with a minimum of overtaking. Former champion Tetsuya Harada and his Marlboro Yamaha continued their disastrous year with another no-score, pulling in after four laps complaining of carburetion problems.

Waldmann's third win moves him within 28 points of Biaggi with five rounds left - and one more non-finish from the Italian could put him under serious pressure in his chase for his third title.

Earlier, Cepsa Honda's 16-year-old Ivan Goi became the youngest-ever GP winner, inheriting the 125cc race lead from Masaki Tokudome's Ditter Plastic Aprilia after the Japanese rider ran into electrical trouble. Former champion Dirk Raudies and the HB Honda was second, the other Italian teenager Valentino Rossi third, his first rostrum finish. Tokudome was fourth, closing the points gap on defending champion Harachuki Aoki, who was never higher than 17th before retiring, stricken with illness.

Scotsman Ian McPherson won the Thunderbike Trophy race, with Frenchman William Costes second and Spaniard Pere Riba third in a close all-Honda rostrum. Jeffrey de Vries was sixth; Wilco Zeelenberg retired with electrical problems.

On Saturday, a narrow victory in a wet sidecar race went to the Swiss brothers Paul and Charley Guedel, with points leader Darren Dixon second and Rolf Biland dropping away in third.

The bad weather and slick, brand-new surface caused some concerns for safety, but in fact there were the lowest number of crashes all season - only nine throughout practice and the races, and no injuries.

500cc GRAND PRIX

Russell took a flier of a start, swerving left and right to leap from the second row to lead into the first corner. It didn't last. "I had a touch too much speed, and when the rear went sideways under brakes I thought it would be better to run out than crash." He dropped to last place, to embark on a cavalier ride through the field.

This left Criville up front, ahead of Abe, Cadalora and Doohan, the field packed up tight for several laps as Doohan moved through to second on lap three and to the lead on lap four.

He had Criville on his tail and Cadalora right behind, but the Italian was soon to run into tire problems and succumbed to Abe on lap 10, losing touch gradually thereafter until he dropped right back in the closing laps. "The front was moving around so I couldn't go into the corners fast enough," he said later.

Abe never did get back on terms with the Hondas, though he was close for the rest of the race. So it was that the dueling pair laid on a familiar spectacle, with a certain appearance of inevitability. So often we have seen Doohan control the pace from the front that when he started to run a little wide some five laps from the end it didn't seem to mean too much.

But Criville had other plans, and remained well in touch. "I could see things weren't perfect for him, but in the past I have gone to the front and started to make mistakes, and I didn't want that again. I decided to wait until the last lap, and I had the place picked out where I would try and pass," he said.

In fact, he made his first move on the penultimate lap, only to be firmly put back to second at the next bend. He'd run in too fast. Doohan had pulled out more than half-a-second by the time they crossed the line, and again it seemed he had things under control.

Not so, however. Criville attacked again at the same place, and passed so close that Doohan's bike almost flicked him out of the saddle. "He didn't hit me. My front was a bit light, and it was just the wind off his bike that caused it," said Doohan.

Two corners later came Doohan's gearshift problem, hitting first instead of second, and giving Criville a couple of vital feet.

The World Champion wasn't for giving up, however, and dived inside Criville into the penultimate corner. There were inches in it. "Our bikes didn't touch, but we banged elbows," said Criville. Doohan went ahead, but only for a few yards, because he was going just too fast. He drifted out wide, Criville moved cleanly ahead again on the inside, and the race was won.

Abe had closed up marginally with five laps to go, but could do no more as the two leaders repeatedly broke the lap record, best time finally going to Criville.

Cadalora was 19 seconds back, and slowing so much now that he only narrowly saved fourth from Barros and

Russell, who had been glued together for the last 10 laps or more.

This was the culmination of Russell's "wild ride." He'd cut through from 26th to 18th on the first lap alone, and kept on picking riders off until he joined a huge battle on lap 10. This comprised Checa, Barros, Okada, Borja and Bayle, swapping back and forth in the sort of 500cc racing that makes the hairs stand up on the back of the neck.

Russell picked them off one by one, until with eight laps left he had only Barros to go. The Brazilian proved too hard a nut to crack. "He brakes really late and his bike is really fast in a straight line. I could get back on him through the corners, but I was never close enough to outbrake him," said Russell.

At the same time, Capirossi was catching the remains of the group, after trying a different style. "My front was sliding, so I started to go into the corners slower and coming out faster," he said. Just the technique team boss Rainey has been trying to teach him, and it worked well enough to bring him through to eighth, less than a tenth behind Checa. Bayle was three-tenths behind him, with Borja dropping away by two seconds at the finish, and Okada another four seconds down, his V-twin simply overwhelmed on the steep uphill top-gear climb between the first and second bends.

Terry Rymer was 12th, having lost too much ground at the start to join the party, but happy with his first full-length race finish in four races on the Lucky Strike Suzuki (he finished at Assen too, but the race was in two legs).

Then came Alberto Puig, disappointed after his good practice, but "never comfortable on the bike," with Jeremy McWilliams' ROC another 40 seconds away in 14th, top privateer. Promising British youngster Chris Walker was 15th on the Elf, the first time both of the European machines have finished in the points.

Marchellino Lucchi was 18th on the V-twin Aprilia, with 21 finishers.

There was just one crash - Kenny Roberts Jr. slid off on the second lap, without injury. Shinichi Itoh retired his V-twin Honda after pitting once to change the rear tire.

Doohan's point lead is still commanding - 211 points to Criville's 154. Then comes Cadalora on 126, Barros 111 and Abe 110.

(Above) Scott Russell (11) came from the second row of the grid to lead the Austrian 500cc Grand Prix; Norifumi Abe (9), Jean-Michel Bayle (12), Alberto Puig (17), Michael Doohan (1) and Alex Criville (hidden) follow. (Right) Alex Criville (4) leads Norifumi Abe (9), Luca Cadalora (3) and Michael Doohan (1) early in the 500cc GP.

250cc GRAND PRIX

After the second-corner crash, there was very little excitement. Biaggi blamed Jacque, saying he had braked way too hard; the Frenchman blamed Biaggi. This is the second time he has been hit from behind this year. "Maybe I should paint a target on the back of my seat," he said.

Waldmann was already in front, and he continued to pull away, setting fastest lap in the process. "I didn't know that Biaggi and Jacque were out, but I was able to go at my own speed from the start. The bike felt perfect, and his best lap was eight-tenths better than anybody else's.

Luis d'Antin did close up in the early laps, but it was not for long, and he also had a smooth ride once he had settled for second.

Fuchs had to pick his way through from sixth on lap one after he'd been slowed by the Biaggi/Jacque crash, but he did it quite easily. He couldn't close on d'Antin, and also settled for the point.

Locatelli had been with the front men on the first lap, but had the unusual problem of a handlebar working loose, so he too was quickly out of contention, eventually retiring; so that Tohru Ukawa's Benetton Honda could continue to a lonely fourth, almost five seconds ahead of an equally solitary Ruggia. Truly, the 250cc class lacks spectacle this year, though in the early stages this trio had been back and forth a little with the works Aprilias of Miyazaki and Suter, until the latter T-boned the former on lap seven. Miyazaki crashed; Suter continued to retire soon afterward.

There was a good scrap for sixth, with Nobuatsu Aoki's works Honda trailing Luca Boscoscuro's private Aprilia until seven laps from the end. The Italian didn't give up trying, however, and was less than a tenth adrift at the flag.

Behind them, van den Goorbergh had been trailing Laconi as they cut through the field. The Dutchman had got away well, 12th at the end of lap one from 26th on the grid, and was waiting his chance. "Everything was going well, and I think I am quite good at waiting for the right moment," he said. "Actually I passed him on the second-last lap, but he got me back with a stupid braking move. But I knew I could do it again." He was more than a second ahead across the line.

Tsujimura had been with the pair, but dropped away at the finish, almost caught by Petrucciani.

Harada's race lasted only four laps before he pitted. "Tetsuya's a bit demotivated at the moment," said team boss Rainey. A Yamaha spokesman said, "We were trying a new carburetor here, but we were short of practice time, and it didn't work."

Biaggi still leads the title with 199 points, but Waldmann is closing on 171. Fuchs has 112, d'Antin 100. Harada is now fifth, with 97.

125cc GP

Tokudome led from the start, but there was a pack of 10 right with him, and Jorge Martinez (Airtel Aprilia) was the first to nose ahead out of the brawling pack. Emilio Alzamora (Cepsa Honda) was next, but only momentarily, before he pulled off the track with ignition failure. Then his young teammate Goi went ahead on lap four, holding it until the 11th lap when Tokudome kicked again.

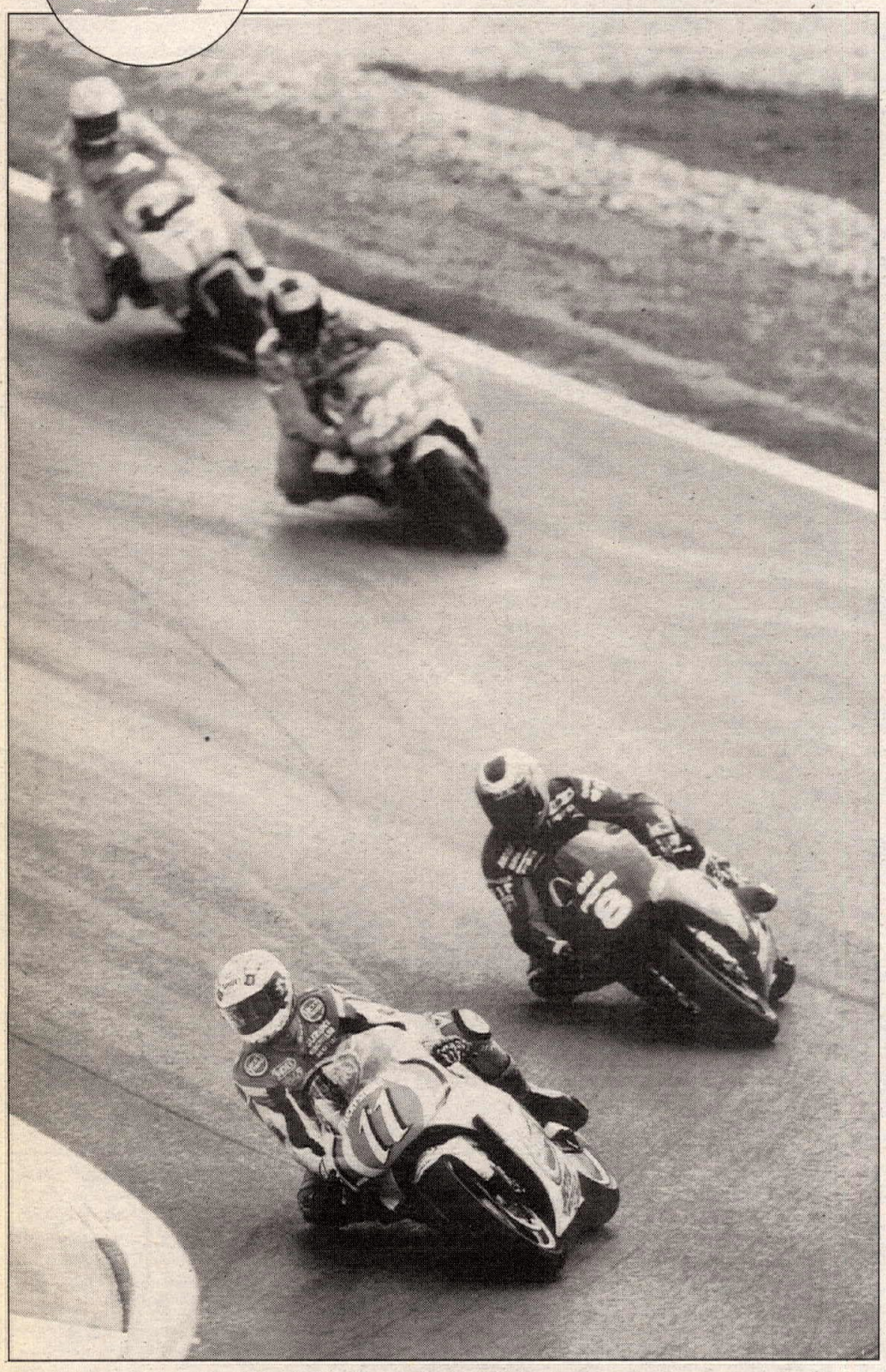
The Japanese Aprilia rider moved steadily ahead, and seemed to have the race in the bag. Likewise Goi was safe in second, with the battle raging behind. Then, with two laps left, Tokudome suddenly slowed, his bike misfiring with his own ignition bothers.

Dirk Raudies, in his best race of the year, had broken the lap record as he worked his way through the group, and he too passed Tokudome. So too did the ultra-daring Rossi, on the last lap, to claim his first rostrum by less than half a second from the disappointed Japanese rider.

Peter Oettl was fifth, barely a second behind on his Marlboro Aprilia; Martinez was a close sixth; Youichi Ui (Kurz Yamaha) was lucky to hang on to seventh, after being in the thick of the battle only to blow up on the last lap. He freewheeled across the line.

Loek Bodelier was 20th after finding that his choice of top gear was too high for the bike to pull up the hill. Non-finisher Aoki retains the lead with 154

Round 10: Austrian Grand Prix



points to Tokudome's 133. Perugini has 119 - he retired with engine problems; Manako has 109 and Ueda 98.

SIDECAR GRAND PRIX

The weather had settled to a gentle drizzle by the time the sidecars came out on Saturday afternoon, which meant at least conditions were predictable if very slippery, and Steve Abbott charged off to an early lead pursued by Steve Webster, whose passenger David James set new standards of acrobatics as he threw his weight over the rear wheel with both legs high in the air.

Pole qualifier Rolf Biland took over on lap four, and led for the next 12 laps, interrupted only once and briefly by defending champion Darren Dixon, who was on his tail for the rest of the time.

Behind them, the Guedel brothers moved to fourth, only to run off into the gravel on one of the tight bends. Keeping the power on, they slithered back onto the track, down in seventh, but on a major charge.

They caught the leaders up at the rate of two seconds a lap, forced past Dixon into second on lap 16, and one lap later moved inside Biland to seize the lead.

Soon afterwards, Biland started to slow, and Dixon nipped past to keep an eye on the leaders. On the last lap, he closed right up to mount a late challenge, but the Swiss brothers held him off across the line by three-tenths of a second to take their second win of the season.

Scott Russell knifed through traffic after his early off-track excursion; here he leads Juan Borja (8), Carlos Checa (24) and Jean-Michel Bayle (12).

Biland was eight seconds adrift at the finish, fending off Abbott by just one-tenth for another near photo-finish. Webster was now 40 seconds behind for a distant fifth, four seconds clear of local hero Klaus Klaffenboek.

With two rounds left, Dixon's title lead is not yet secure, with 115 points ahead of new second-placers the Guedel's 89, with Webster on 79 and Biland 69. CN

Osterreichring Circuit
Zeltweg, Austria
Results: August 4, 1996 (Round 10 of 15)

125cc QUALIFYING: 1. Masaki Tokudome (1:41.254); 2. Emilio Alzamora (1:41.262); 3. Valentino Rossi (1:41.338); 4. Peter Oettl (1:41.596); 5. Jorge Martinez (1:41.838); 6. Stefano Perugini (1:41.994); 7. Tomomi Manako (1:42.182); 8. Ivan Goi (1:42.247); 9. Dirk Raudies (1:42.327); 10. Yoshiaki Katoh (1:42.418); 11. Kazuto Sakata (1:43.074); 12. Youichi Ui (1:43.099); 13. Frederic Petit (1:43.126); 14. Lucio Cecchinello (1:43.167); 15. Josep Sarda (1:43.192); 16. Noburo Ueda (1:43.258); 17. Darren Barton (1:43.347); 18. Gabriele Debbia (1:43.417); 19. Jaroslav Hules (1:43.451); 20. Paolo Tessari (1:43.570); 21. Manfred Geissler (1:43.693); 22. Haruchika Akoi (1:44.208); 23. Garry McCoy (1:44.269); 24. Akira Saito (1:44.480); 25. Loek Bodelier (1:44.506); 26. Herri Torrontegui (1:44.567); 27. Andrea Ballerini (1:44.631); 28. A. Nieto (1:44.839); 29. H. Danninger (1:44.885); 30. B. Holzleitner (1:47.421); 31. G. Hofer (1:47.750); 32. G. Scharl (1:48.609).

250cc QUALIFYING: 1. Olivier Jacque (1:34.392); 2. Max Biaggi (1:34.051); 3. Ralf Waldmann (1:34.238); 4. Jurgen Fuchs (1:34.392); 5. Luis d'Antin (1:34.426); 6. Tohru Ukawa (1:34.844); 7. Jean-Philippe Ruggia (1:35.062); 8. Eskil Suter (1:35.116); 9. Roberto Locatelli (1:35.262); 10. Luca Boscoscuro (1:35.352); 11. Cristiano Migliorati (1:35.377); 12. Osamu Miyazaki (1:35.486); 13. Tetsuya Harada (1:35.610); 14. Alessandro Antonello (1:35.709); 15. Nobuatsu Aoki (1:35.855); 16. Takeshi Tsujimura (1:35.918); 17. Sebastian Porco (1:35.966); 18. Olivier Petrucciani (1:36.213); 19. Regis Laconi (1:36.259); 20. Gianluigi Scalvini (1:36.434); 21. Sete Gibernau (1:36.756); 22. Yasumasa Hatakeyama (1:36.920); 23. Jamie Robinson (1:36.932); 24. Davide Bulega (1:37.061); 25. Christian Boudinot (1:37.281); 26. Jurgen van der Goorbergh (1:37.697); 27. Christophe Cogan (1:37.705); 28. J. Cardoso (1:37.936); 29. U. Bolteraurer (1:39.247); 30. Jose Barresi (1:39.818); 31. T. Stadler (1:40.546); 32. J. Wolfsteiner (1:41.485); 33. R. Haidegger (1:42.752).

500cc QUALIFYING: 1. Michael Doohan (1:29.430); 2. Alex Criville (1:30.126); 3. Luca Cadalora (1:30.157); 4. Tadayuki Okada (1:30.446); 5. Alberto Puig (1:30.491); 6. Norifumi Abe (1:30.621); 7. Scott Russell (1:30.722); 8. Alexandre Barros (1:31.005); 9. Carles Checa (1:31.176); 10. Kenny Roberts Jr. (1:31.288); 11. Jean-Michel Bayle (1:31.399); 12. Loris Capirossi (1:31.466); 13. Terry Rymer (1:31.781); 14. Juan Borja (1:32.220); 15. Jeremy McWilliams (1:32.346); 16. M. Lucchi (1:32.672); 17. Shinichi Itoh (1:32.798); 18. Lucio Pedercini (1:33.302); 19. Frederic Protat (1:33.351); 20. James Haydon (1:33.498); 21. Eugene McManus (1:33.530); 22. Chris Walker (1:33.985); 23. A. Bosshard (1:34.819); 24. Sean Emmett (1:35.008); 25. P. Young (1:35.278); 26. J. Jeandat (1:35.591); 27. K. Truchsess (1:37.132).

125cc GRAND PRIX: 1. Ivan Goi (Hon); 2. Dirk Raudies (Hon); 3. Valentino Rossi (Apr); 4. Masaki Tokudome (Apr); 5. Peter Oettl (Apr); 6. Jorge Martinez (Apr); 7. Youichi Ui (Yam); 8. Tomomi Manko (Hon); 9. Kazuto Sakata (Apr); 10. Manfred Geissler (Apr); 11. Noboru Ueda (Hon); 12. Akira Saito (Hon); 13. Herri Torrontegui (Hon); 14. Josep Sarda (Hon); 15. Frederic Petit (Hon); 16. Yoshiaki Katoh (Yam); 17. Jaroslav Hules (Hon); 18. Lucio Cecchinello (Hon); 19. H. Danninger (Hon); 20. Loek Bodelier (Hon); 21. A. Nieto (Apr); 22. G. Hofer (Hon); 23. G. Scharl (Hon).
Time: 41 min., 50.829 sec.
Distance: 24 laps, 64.267 miles.
Average Speed: 92.269 mph.
Margin of Victory: 0.767 sec.
Fastest Lap: D. Raudies, 1:41.254/95.206 mph, lap 22.

250cc GRAND PRIX: 1. Ralf Waldmann (Hon); 2. Luis D'Antin (Hon); 3. Jurgen Fuchs (Hon); 4. Tohru Ukawa (Hon); 5. Jean Philippe Ruggia (Hon); 6. Nobuatsu Aoki (Hon); 7. Luca Boscoscuro (Apr); 8. Jurgen van der Goorbergh (Hon); 9. Regis Laconi (Hon); 10. Takeshi Tsujimura (Hon); 11. Olivier Petruccciani (Apr); 12. Alessandro Antonello (Apr); 13. Sebastian Porco (Apr); 14. Christian Boudinot (Apr); 15. Yasumasa

Doohan, naturally

Nobody knew that the first timed practice session would also be the last, but the threat of bad weather was real enough for most people not to put off until tomorrow what they might do today. They'd already had an extra free practice session on Thursday to learn the layout and work towards the correct gear ratios; two hours on Friday came up with few surprises, as Michael Doohan once again displaced Alex Criville to claim pole position in the closing minutes.

He had run off the track in the morning, as he hunted for grip on the slick surface, but that improved by the afternoon, at least on the racing line, as the passage of four solo classes plus the (for once welcome) sidecars laid some rubber down. "You still have to be a bit tentative," he said.

Doohan was the only rider to get below 1:30, and was almost six-tenths faster than Criville, who was in turn less than a tenth clear of Luca Cadalora, the puzzling rider going through one of his revivals at a track he liked from the start. "Riders are funny people," he said. "When I am happy, I can go fast easily."

It was the first all-Honda front row since the opening round in Malaysia. The final man on it - and this was a little surprising - was Tadayuki Okada on the V-twin, his first time since the opening European round at Jerez. "I didn't expect it, because it is a stop-and-go track," he said. "But we found the same thing in Indonesia, which is a similar sort of circuit."

Alberto Puig was fifth, his best for some time, and a reflection that (as at Paul Ricard, where he was on the front row) this track has only two left-hand corners, where his near-crippled left leg makes it difficult. Only then came the first non-Honda: the ever-improving Norifumi Abe. "We used a very soft Michelin," he said. "The grip wasn't too bad. But if I was going as fast as Doohan maybe it would be different."

Just one-tenth behind came Scott Russell's Suzuki, an improvement on his Donington qualifying, where he was too far back to capitalize on being the fastest man on the track on Sunday. "We're working on improving our qualifying," Russell noted. "We need to get the bike right sooner, and I need to dig deeper. But I'm a racer, not a practicer." He was enjoying his return to Zeltweg (where he raced a Superbike before), even though, as he said: "The track's that much different now that prior knowledge counts for zero."

Alex Barros completed row two; Carlos Checa led row three from Kenny Roberts Jr. and Jean-Michel Bayle, the former expecting to improve the next day, the latter troubled by tires spinning on the rim. Then came Loris Capirossi, blaming an engine problem for his poor position. "We have to write today off - it should be better tomorrow," he said.

The same wish applied to Terry Rymer, leading row four from Juan Borja, top privateer Jeremy McWilliams, and Marcellino Lucchi, having his first-ever outing on the still-injured Doriano Romboni's V-twin Aprilia - and it came true at least for Rymer, if not in the way he wanted. The Briton, again riding Beattie's Suzuki, was fastest of all on Saturday, but it didn't count for much.

The weather was the reason. A heavy cloudburst on Friday evening had left the track covered with streams of mud; no sooner had workmen cleaned it off (working through the night to do so) than an even heavier storm broke, deluging the track with more mud, and even washing it inch-deep into some pit garages. Official practice was abandoned, and much later, after two more hours of track cleaning, the 500s went out for 30 minutes of "wet-free practice."

Rymer picked the right time to fit an intermediate tire as the track dried off, and was eight-tenths quicker than Cadalora, followed by Borja, Criville and British rookie Chris Walker on the Elf, who led most of the session. But his time was more than 16 seconds off pole, and Doohan, Okada and Russell, among others, only completed a handful of laps on a track still so slick that there were serious doubts about whether it would be possible to race at all if it was wet again on Sunday. There were no crashes recorded on either day, however, among the 27 qualifiers.

The same problems afflicted the 250cc class, favoring those quick to find the setup. Earlier in the season, this would not have included works-bike rookie Oliver Jacque, but things have changed over the past few races as he and his team have come to terms with the Honda, and he claimed his third pole position, and his second in succession. "Of course it is important to me," he said. "It's good for my head, and it means we have got the bike good as well."

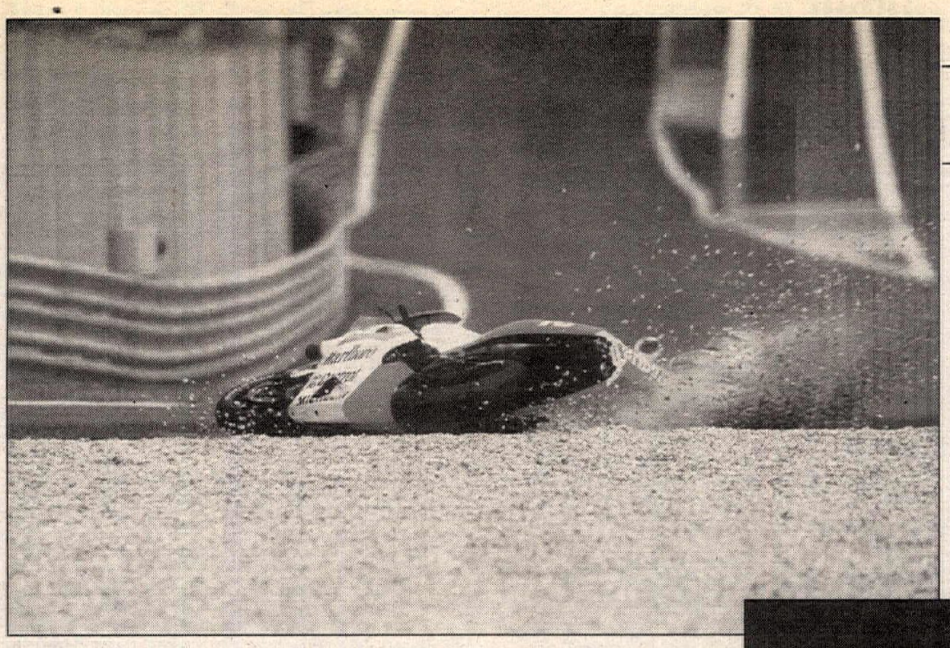
Max Biaggi was second, more than three-tenths adrift, and complaining that the Aprilia's peakier power and the track's four second-gear corners made it difficult. "You cannot get the gearing right for every corner," he said.

Ralf Waldmann followed in a close front row, another to express serious concern about the safety of racing in the wet after placing fastest in the Saturday free session. "It will be a matter of going very slowly, and the one who wins will be the one who goes slowly fastest. I hope it will be me."

His teammate Jurgen Fuchs was alongside, only a tenth or so slower in spite of a mechanic's error in filling up with a fuel mix they had already tested and rejected, which cost him some top speed. "We were pleased when we found out why we were slow - it was only a matter of a couple of tenths anyway," he said.

The unusual circumstances reshuffled the following order somewhat, fast learner Luis d'Antin leading Ukawa and Jean Philippe Ruggia on row two, with Eskil Suter's Aprilia eighth.

Locatelli was back, leading row three from Luca Boscoscuro, Migliorati and Miyazaki. Tetsuya Harada led row four, with nobody surprised any longer that the one-time class hero had become an also-ran.



Hatakeyama (Hon); 16. G. Scalvini (Hon); 17. Jamie Robinson (Apr); 18. Sete Gibernau (Hon); 19. Christophe Cogan (Hon); 20. R. Haidegger (Apr); 21. U. Bolterauer (Hon); 22. T. Stadler (Yam).
Time: 41 min., 29.190 sec.
Distance: 26 laps, 69.622 miles.
Average Speed: 100.692 mph.
Margin of Victory: 16.374 sec.
Fastest Lap: R. Waldmann, 1:34.866/101.617 mph, lap 18.

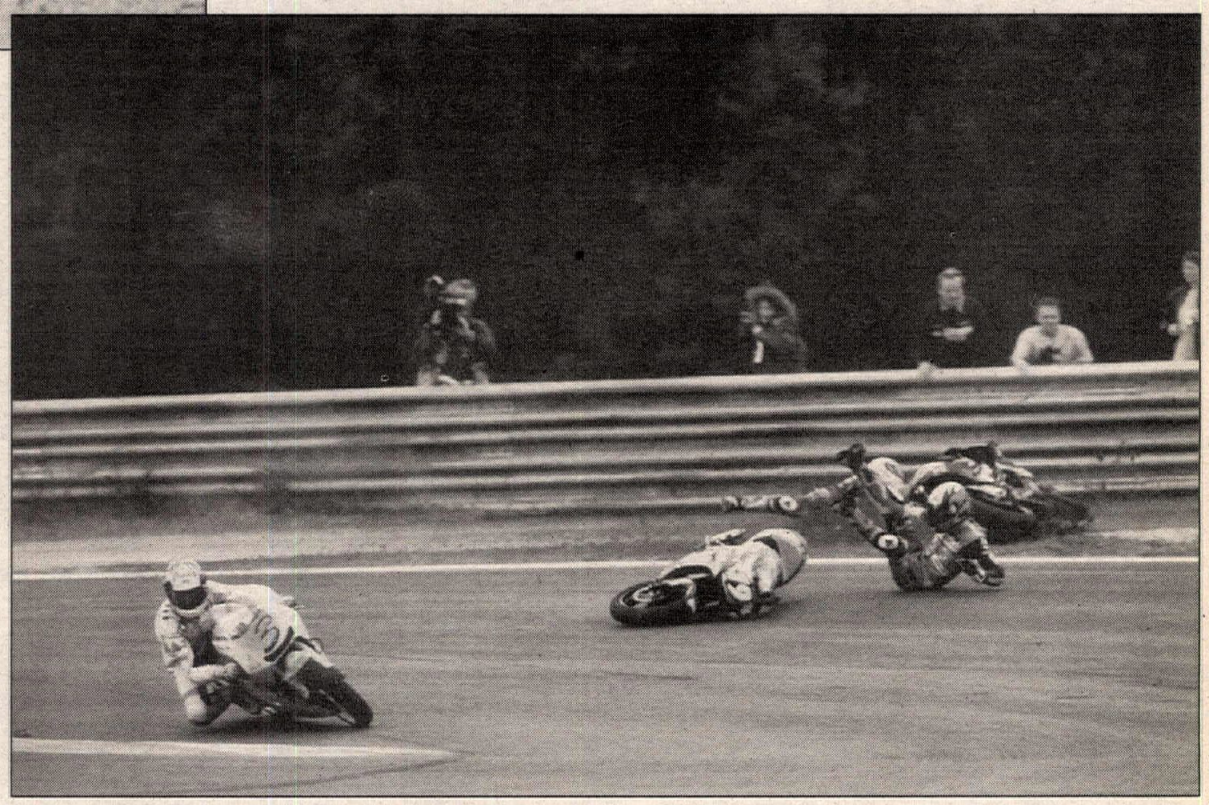
500cc GRAND PRIX: 1. Alex Criville (Hon); 2. Michael Doohan (Hon); 3. Norifumi Abe (Yam); 4. Luca Cadalora (Hon); 5. Alexandre Barros (Hon); 6. Scott Russell (Suz); 7. Carles Checa (Hon); 8. Loris Capirossi (Yam); 9. Jean Michel Bayle (Yam); 10. Juan Borja (Elf); 11. Tadayuki Okada (Hon); 12. Terry Rymer (Suz); 13. Alberto Puig (Hon); 14. Jeremy McWilliams (Yam); 15. Chris Walker (Elf); 16. Lucio Pedercini (Yam); 17. James Haydon (Yam); 18. M. Lucchi (Apr); 19. Eugene McManus (Yam); 20. P. Young (Yam); 21. J. Jeandat (Pat).
Time: 42 min., 37.024 sec.
Distance: 28 laps, 74.978 miles.
Average Speed: 105.561 mph.
Margin of Victory: 0.5 sec.
Fastest Lap: A Criville, 1:30.112/106.980 mph, lap 24.

125cc WORLD C'SHIP POINT STANDINGS (After 10 of 15 rounds): 1. Haruchika Aoki (154/1 win); 2. Masaki Tokudome (133/3); 3. Stefano Perugini (119/3); 4. Tomomi Manako (109); 5. Noboru Ueda (98); 6. Alzamora Emilio (94/1); 7. Peter Oettl (88/1); 8. Ican Goi (76/1); 9. Kazuto Sakata (75); 10. Valentino Rossi (73); 11. Jorge Martinez (61); 12. Dirk Ruadies (56); 13. Manfred Geissler (47); 14. Akira Saito (36); 15. Lucio Cecchinello (32); 16. Yoshiaki Katoh (27); 17. Ui Youichi (18); 18. Frederic Petit (16); 19. Andrea Ballerini (14); 20. Garry McCoy (13); 21. (TIE) Darren Barton/Herri Torrontegui (12); 23. Masao Azuma (10); 24. Shigeru Ibaraki (6); 25. (TIE) Josep Sarda/Jaroslav Hules (5); 27. (TIE) Loek Bodelier/Paolo Tessari (4); 29. (TIE) Shinichi Sugaya/Jose Ramon Ramirez/Gabriele Debbia (1).

250cc WORLD C'SHIP POINT STANDINGS (After 10 of 15 rounds): 1. Max Biaggi (199/6 wins); 2. Ralf Waldmann (171/3); 3. Jurgen Fuchs (112); 4. Luis D'Antin (100); 5. Tetsuya (97/1); 6. Olivier Jacque (92); 7. Nobuatsu Aoki (82); 8. Tohru Ukawa (74); 9. Jean Philippe Ruggia (80); 10. Luca Boscoscuro (52); 11. (TIE) Jurgen van der Goorberg/Eskil Suter/Cristiano Migliorati (38); 14. Regis Laconi (33); 15. Takeshi Tsujimura (30); 16. Osamu Miyazaki (21); 17. (TIE) Noriyasu Numata/Marcellino Lucchi (20); 19. Jamie Robinson (19); 20. Daijiro Kato (16); 21. (TIE) Roberto Locatelli/Sebastian Porco (14); 23. Sete Gibernau (10); 24. Kensuke Haga (9); 25. (TIE) Olivier Petrucciani/Davide Bulega/Yasumasa Hatakeyama (8); 28. Alessandro Antonello (7); 29. Massimo Ottobre (6); 30. (TIE) Christophe Cogan/Christian Boudinot (2).

500cc WORLD C'SHIP POINTS STANDINGS (After 10 of 15 rounds): 1. Michael Doohan (211/6 wins); 2. Alex Criville (154/1); 3. Luca Cadalora (126/2); 4. Alexandre Barros (111); 5. Norifumi Abe (110/1); 6. Scott Russell (96); 7. Alberto Puig (70); 8. Tadayuki Okada (68); 9. Jean Michel Bayle (67); 10. Carles Checa (57); 11. Loris Capirossi (51); 12. (TIE) Kenny Roberts Jr./Shinichi Itoh (42); 14. Juan Borja (32); 15. Frederic Protat (26); 16. Daryl Beattie (24); 17. Doriano Romboni (21); 18. Jeremy McWilliams (20); 19. Lucio Pedercini (17); 20. James Haydon (16); 21. Terry Rymer (13); 22. Sean Emmett (9); 23. Eugene McManus (5); 24. (TIE) Laurent Naveau/Florian Ferracci/Toshi Arakaki (3); 27. Jean Mark Deletang (2); 28. Chris Walker (1).

Upcoming Rounds:
Round 11 - Brno, Czech Republic, August 18
Round 12 - Imola, Italy, September 1



(Above) Gravel flies as Kenny Roberts Jr. crashes his Marlboro Yamaha on the opening lap of the 500cc GP. (Right) Race winner Ralf Waldmann (3) heads for the inside as Oliver Jacque (19) and Max Biaggi crash out of the 250cc Grand Prix.

Briefly...

The new venue for the Austrian GP - the renamed **A1-Ring** outside the Styrian mountain village of Zeltweg - won almost universal approval, as long as the weather remained dry. On the same site, and following a similar though shorter layout to the old Osterreichring, the completely rebuilt track was finished in less than nine months, at a cost of about $30 million. It was ready only just in time, with some of the paddock facilities still without electric power the day before practice began. The flowing high-speed nature of the old track was gone, with three slow corners interrupting the sweeps through the spectacular scenery, but the old problems of safety and a lack of run-off area had also gone. "They've done a really good job with the safety and the facilities, but they could have shown a little more imagination to preserve the flowing nature," said Michael Doohan. "It's a bit stop-and-go now, and there's not much opportunity to overtake." Others also complained about the lack of fifth-gear corners, and the unusual fact of three slow corners followed by fast runs right up to top gear - favoring accelerative machines rather than those with good handling. There are also only two left-hand corners, a feature that at Paul Ricard in France caused many crashes as that side of the tire cooled down. However those were abrupt bends, and in Austria they were less sudden, allowing a more gentle entry. The general verdict was positive, however; helped by superb paddock facilities and pit garages, and the obvious dedication of track workers who labored through the night when heavy rain swept mud across the track on Friday night.

Two **cloudbursts** threatened the revived Austrian GP - previously always held at the Salzburgring - with heavy runoff from the mountainsides bringing down tons of clay mud from the newly excavated banks and verges. This ran across the track in a number of rivers on Friday night, and the track was cleaned for Saturday morning.... only for an even heavier deluge that began shortly after the first "untimed" session of the day - for the 125s. This time, the mud not only affected several places on the track, but swept into the paddock as well, and into several pit garages. The Lucky Strike Suzuki pit was the worst affected, with mud more than an inch thick coating the floor - and the local fire brigade was called in to help clear the mess. The second day of practice was abandoned forthwith, and when the rain eventually eased off the track was cleaned once more, and all solo classes given 30 minutes of free practice in case it should also be wet for the race. By the time of the sidecar race later in the afternoon, it had begun to rain again, but not so heavily as to cause problems.

The rain was accompanied by violent electrical storms - and **Michael Doohan** was one of two people who had lucky escapes from lightning strikes. "I'd just left my motorhome on my scooter when there was a big flash," said Doohan. "It didn't strike me directly, but there must have been a lot of static in the air, because it arced from the shaft of my umbrella to my hand. I was pretty shaky for a while and my hand was pretty sore." The other near victim was Lucky Strike Suzuki promotions girl Darcy Christiansen, who was also carrying an umbrella and had a similar experience. She was not seriously hurt, and was advised to wear rubber-soled shoes from then on.

World Champion Doohan shrank back from controversy about whether or not the race should take place, after taking a leading role in threatened boycotts in Argentina in 1994 and Brazil in 1995, where similar problems of a too-new circuit surface and (in Brazil) rainy conditions robbed riders of grip. The problem was three-fold, as he explained: "Firstly, the surface is very slick in the wet. You're still getting wheelspin in fifth gear. Secondly, there are streams of water running across the track in several places, where you can aquaplane. Thirdly, the rain is carrying mud across the track. This is the third year we've been to green circuits, and there are problems every time. I don't know why we keep doing it. But we have a riders' representative, **Franco Uncini**, and he and the race director will have to decide what happens. If it rains, you won't be able to race properly; but if the race goes ahead then I will take part."

The 250 riders were less guarded after practice, with **Max Biaggi** ready to call a riders' meeting if the weather was still wet on race day, as predicted. "It is not good for the sport if we have 36 starters and only six finishers," he said. Fellow front-row qualifier Ralf Waldmann also was outspoken. "There is not enough grip if it is wet. Maybe the spectators would enjoy to see a lot of accidents, but for the riders every crash hurts."

It's official: as reported a fortnight ago, teams' association **IRTA** has stepped back from the brink to sign a new five-year deal with **Two Wheel Promotions (TWP)**, a subsidiary of GP rights leaseholders Dorna. This follows IRTA's failed breakaway attempt with another promotions company, which they announced as a fait accompli in February. Dorna brought them back to heel by threatening to go ahead without IRTA, in concert with F-1 mogul Bernie Ecclestone. It is believed that IRTA may have lost power in the exchange.

New leaks from outside the world of motorcycle racing in England seem to confirm rumors that **Kenny Roberts** is well advanced with plans to go it alone in GP racing, with a three-cylinder 500 of his own. A 500cc two-stroke triple is understood to be in an advanced state at the workshops of Tom Walkinshaw Racing. Roberts declines to make any official comment, but recently told a Spanish journalist from Motociclismo: "If we were to make such an engine, it could be ready in a matter of months." Team Roberts technicians Mike Sinclair from New Zealand and Warren Willing from Australia are said to be closely involved with the original design, and the engine is the same as one that came close to being built in Australia for Roberts a couple of years ago. A three-cylinder 500 is generally thought to be a good solution to the problem of stagnant lap times with the V-fours. The V-twins from Honda and Aprilia have come close to being competitive, but lack ultimate power; a triple has the advantage of 15kg less weight than a V-four, and almost as much horsepower.

Roberts' immediate future was one of three key factors in the 1997 racing equation, with widespread belief that his relationship with Yamaha has now deteriorated so much that he will not get works bikes next year. Fellow works team owner **Wayne Rainey** is expected to drop his 250 team next year and field two 500 Yamaha riders - Loris Capirossi and another.

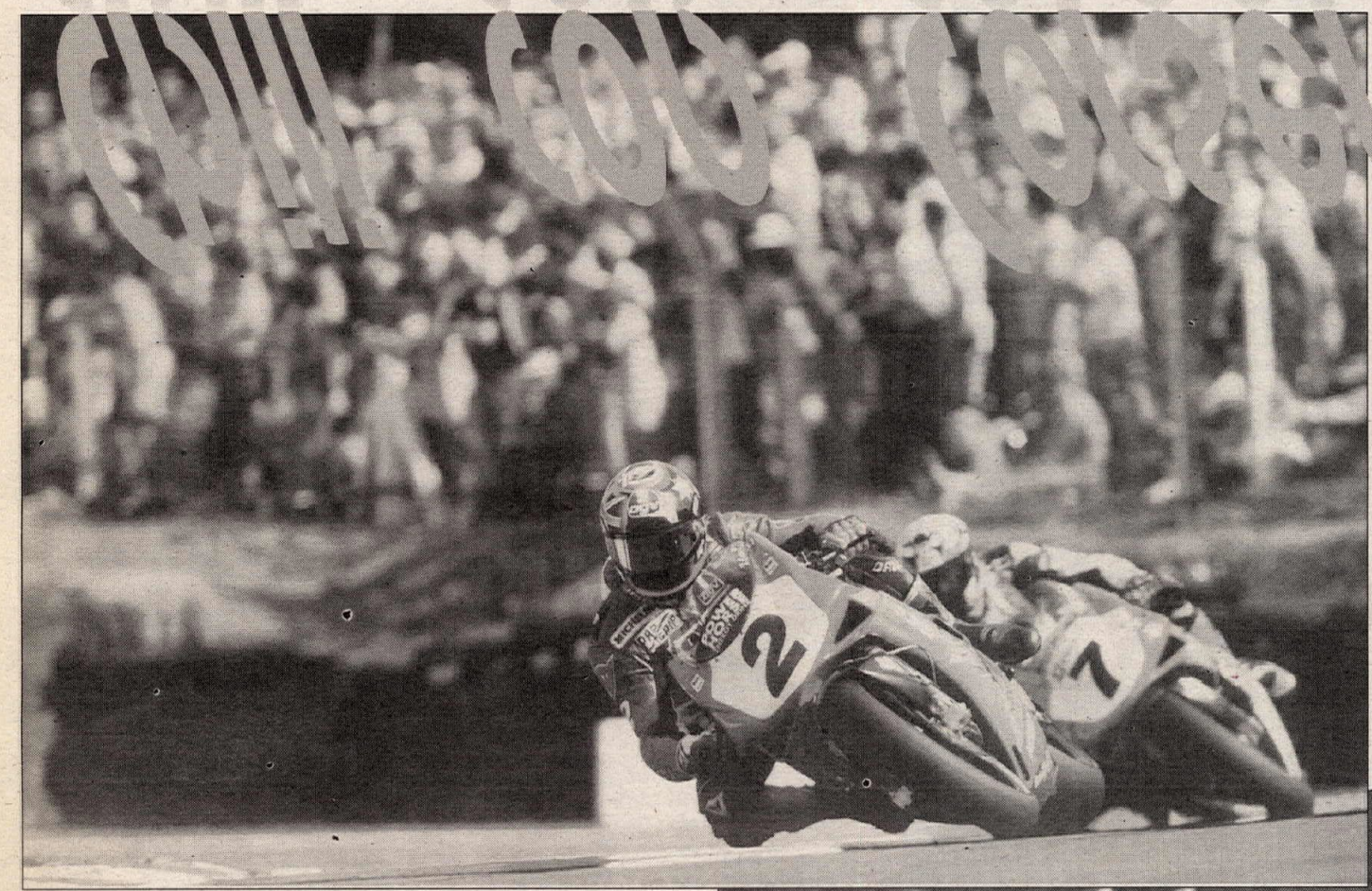
Meanwhile, Promotor owner **Alfred Inzinger**, in Austria for high-level meetings, is now expected to field a second works Yamaha team, possibly with two riders, one of whom will be his current superbike charger **Troy Corser**. The other major question still concerns Max Biaggi, who is now considered likely to stay with Aprilia for another 250 year; and Tetsuya Harada, another whose relationship with Yamaha has taken a nose-dive in '96.

The concept of the on-board computer went slightly awry for new Elf 500 rider **Chris Walker**. He was plagued by a persistent misfire, but the existing diagnostic equipment failed to locate the source - so his team sent him out with a lap-top computer in a backpack on the first day of practice, plugged directly into the bike's computer-diagnostics circuits. Walker, a former motocross champion, has replaced Swiss rider Adrian Bosshard on the new all-European machine, run by ROC boss Serge Rosset. Bosshard was back in Austria, however, taking the place of the injured Laurent Naveau on his private ROC-Yamaha.

Kevin Schwantz's racing number 34 remained sacred in Austria. Last year, the number was "retired" when he quit racing, never to be used again. But Italian Aprilia factory tester **Marcellino Lucchi** has also used the number for a long time, and he requested to be allowed to keep it in his 500cc-class entry at the A1-Ring, where he took over the injured Doriano Romboni's V-twin Aprilia. The request was refused, and he ran under the number 29. Romboni was in Austria, but his broken wrist (from Germany) has not yet healed. "It is very disappointing," he said. "I hope to have the fracture pinned so I can get back soon. I was getting on so well with the 500."

Round 7: Brands Hatch

Chili con Corser



By Johan Vandekerckhove
Photos by Gold & Goose

BRANDS HATCH, GREAT BRITAIN, AUG. 4

For Troy Corser, the "European" round of the World Superbike Championship could have been his big chance to give a serious blow to the Honda opposition as the RC45s were expected to struggle on the bumpy circuit near London. But things didn't go as expected.

Corser retired in the first race, losing his lead in the championship to Castrol Honda's Aaron Slight. His victory in the second heat, however, gave him that lead again (by eight points) as the weekend ended. But even without Corser's bad luck, the Honda boys managed to limit the damages on race day after two disastrous days of qualifying, and the battle is far from over.

The man of the day, though, was Italian Pier-Francesco Chili. The Ducati rider won the first race and finished second behind Corser in the first, boosting himself to fifth in the championship point standings.

Yamaha's Colin Edwards II also fared well at Brands Hatch. The young Texan was fourth in the first race and third in the second as his season starts a turn for the better. Ditto for Muzzy Kawasaki's Anthony Gobert. The Australian battled with Chili for victory in the first race before ultimately settling for second place; he then dropped to a fourth-place finish behind Edwards in the second race.

Although Ducati Corse's John Kocinski capitalized on Corser's non-finish in the first race by finishing third, he threw away everything he'd gained by crashing out of the second race.

(Above) Troy Corser (2) and Pier-Francesco Chili (7) do battle in front of a large crowd at Brands Hatch during the British round of the World Superbike Championship. (Right) Chili (7) leads John Kocinski (11), Colin Edwards II (45), Anthony Gobert (hidden) and Troy Corser (2) in the opening laps of the first race.

So with seven races down, Corser leads Slight by eight points, 229-221. Carl Fogarty, fifth and a non-finish at Brands Hatch, is third with 181 points - eight points better than Kocinski's 173. Chili is fifth with 162 points.

RACE ONE

The first race at Brands is one the 57,000 spectators will not soon forget. The same goes for some of the riders. On the starting grid, *Ducatisti* Neil Hodgson and Paolo Casoli couldn't get their motorcycles started as the pack gridded for the first race. While Hodgson's mechanics were finally able to push start the bike to life, the Gio.Ca.Moto mechanics were forced to push Casoli's mount back to the pit lane from where he would ultimately start his race. With all the engines roaring and the lights turning to green, Chili took command in front of Gobert and Kocinski - but Chili and Gobert were definitely the men most eager for victory.

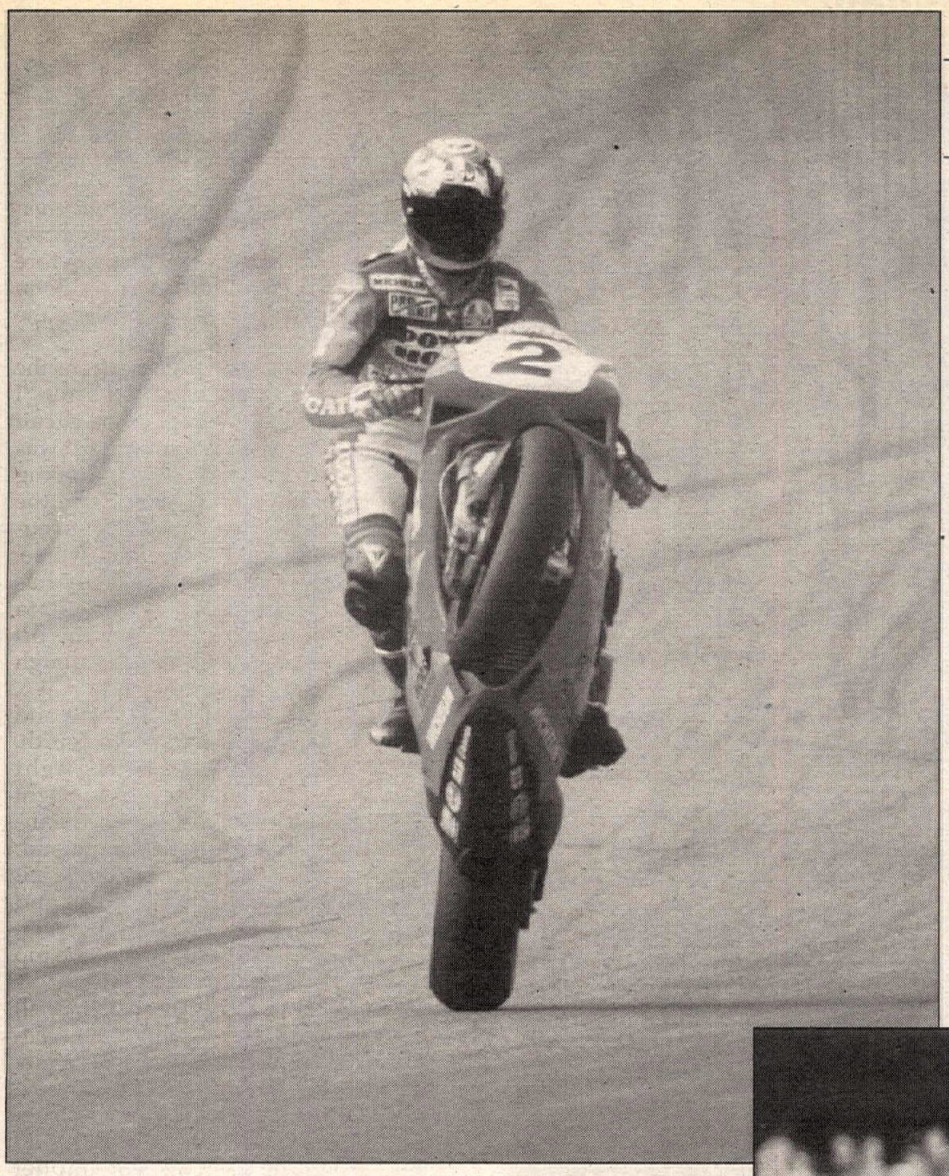
Most of the leading was done by Chili, but you couldn't blame Gobert for not trying to outbrake the Italian in the first corner after start and finish, leading into the steep downhill section. Gobert led for a couple of laps in the beginning of the race, and did the same with less than 10 laps to go. Six laps before the end, however, Chili once again dived under Gobert and this time he was there to stay. By that time, Kocinski had, once again, closed in on the two leading men after having shaken off Carl Fogarty, Edwards and Corser. Four laps before the checkered flag, Corser went wide in a corner and rode into the pit lane the next time around.

"The engine was not going from the start onward," the Australian said. "I almost stopped at the back of the circuit and it nearly threw me off. There was nothing that I could do, except hoping that it wouldn't stop. The rattle in the engine which I'd heard in the first couple of laps only got worse and worse. We still don't know what exactly has happened, but according to the data from the on-board computer the oil pressure had been dropping all through the race."

Corser's retirement left Fogarty and Edwards alone in their battle for fourth. Behind them came a heated fight between Suzuki's John Reynolds, Slight and Hodgson. Simon Crafar, meanwhile, was a lonely ninth. In the end, Chili took an undisputed victory, albeit by only 1.7 seconds over Gobert and Kocinski, who finished close together. Edwards and Fogarty completed the top five with Slight finally taking sixth.

"I enjoyed myself in my fight with Anthony (Gobert)," explained the gentlemanly Chili after the finish. "The guy goes well, but he just lacks the power - especially on the straights he is struggling. I had some trouble in the final stages when the gas tank got emptier and the bike did not always want to follow the racing lines I had in mind. When I saw John (Kocinski) was coming back, I made an extra effort and managed to get a small cushion between me and John and Anthony."

Gobert wasn't too pleased with the result. "Once the tires went off I couldn't get off the turns," he said. "We had taken a gamble on the tires, and I did the best I could. Fortunately, I like to slide and this track suits me a lot. I think I was better than anyone on the brakes about everywhere, but I lost ground on the straights." John Kocinski explained his strategy: "I had a pretty good start and then stayed consistent. I just tried not to make any mistakes, because I don't know the track well enough. And especially after a non-finish in Laguna Seca, getting some points was the thing I wanted the most."



"I was held up by Carl (Fogarty)," Edwards said after nabbing fourth. "But maybe I should be a little bit more aggressive in the first laps. I don't think I will change anything on the bike, as we've seen that I can do pretty fast times with this setup."

Fogarty finished fifth, just behind the Texan with Slight sixth. "I knew I was going to be in pain in the race, but I also could have lived without running over my foot on the fourth lap," Slight said. "It was on the run up to Dingle Dell and the rear went sideways. I thought I was off. A lapped rider got in his (John Reynolds) way and after he passed him, John seemed to slow a little bit so I grabbed the opportunity. The bike worked well at the start of the race when the tires were new and at the end of the race when the fuel was low, so we can make a few changes and maybe improve on that result in race two." Crafar was less than jovial about getting ninth. "I'll be happy to leave here," he said. "I have no idea of what to do. I will not change anything on the bike for the second race because I wouldn't know what to change."

Mike Hale took the Promotor Ducati to 12th position. "I was riding the best I could," he said. "We did make some progress on the bike, but the progress came too slow. The last three quarters of the race, the tires went bad after I'd already run into some brake trouble. I did some faster laps towards the end of the race, but the bike went worse."

RACE TWO

In the second race, Corser wanted revenge. He took the lead right from the start, and was never headed. Early in the race, Chili claimed second while Edwards settled into third after shaking off the advances of Gobert, Fogarty and Hodgson.

Kocinski was the first of the front runners to have trouble, the Little Rock, Arkansas, native tossing the Ducati down the road on the third lap. On lap six, Crafar went down in the hairpin and a lap later Hodgson crashed in the next corner. Then Jamie Whitham followed his example a few laps later. The crash list was completed on lap 16, when Fogarty crashed out of fourth place.

"I lost the front when I tried to get in front," Kocinski said. "There was nothing wrong with the bike. Looking at it from the bright side, it's from these situations that you learn a lot. I think that it's better not to take any points this way than due to a mechanical problem."

Crafar was a bit less philosophical about his retirement. "I've been riding pretty average this weekend, and I'm not afraid to admit it," he said. "I don't know why I crashed, I just lost it."

Fogarty at least knew what had happened. "I was going pretty well on my own in my fourth spot," he said. "There was no reason whatsoever to try and take risks. The tires were getting a bit off at the end of the race, but things really went bad in the left-hand corner after the Dingle Dell chicane. I was changing from second to first gear and hit a neutral. I lost the front end. It was a silly little crash, as I was trying to preserve the tires for the full race distance."

(Above) Troy Corser made up for a disappointing non-finish in the first race by easily winning the second. (Right) Colin Edwards II had a good weekend, finishing fourth in the first race and third in the second.

Corser, without a doubt

Troy Corser didn't leave a shadow of a doubt over his intentions to grab as many points as possible in the seventh round of the World Superbike Championship. Fastest in Friday's free practice, in the first qualifying session and in Saturday's free practice, the Australian Ducati rider topped it off with pole position on Saturday afternoon. His excuse for lapping so quickly on Friday was the weather.

"You never know what the weather will be like tomorrow in Britain," he said.

On Saturday, he was on top of the starting list almost from the word *go*, and in the final minutes he bettered his time, even though nobody had really come close.

"When Pier-Francesco (Chili) took second place in the closing stages of the session, I went out on qualifiers and I was ready for a low 1:27. A small riding mistake, however, made me end up with 1:27.555. We spent a lot of time finding a good setup and good tires for the race, but this afternoon we found a good solution overall. As things are now, I'm still wondering if I will use a 16.5- or a 17-inch wheel. Both have their advantages and disadvantages. I will make a decision tomorrow morning after warmup."

Pier-Francesco Chili took second position on the grid even though he didn't feel very comfortable on the bike during practice. Neil Hodgson was top Brit when he took his Ducati to a time of 1.27.84 with just three minutes of qualifying remaining. Chili and Hodgson pushed Colin Edwards II and John Reynolds, who had been impressive on the bumpy track, down the charts. Edwards finally had to make do with fourth position.

"I could've gone faster," the Texan said. "But I finished the bike I liked the best in a crash."

Anthony Gobert was fifth on the Muzzy Kawasaki, and not overly happy about it. "We finally solved the front-end problems we'd been suffering from the last couple of days," the Australian said. "And I also ran into some brake problems." Gobert also crashed his bike in his bid for a better time on Friday.

John Kocinski took his Ducati to sixth position. "This track takes a lot of time to learn," the former Grand Prix rider said. "It's impossible to know everything in only four hours time. Everybody in front of me has been on this track before. But I don't worry too much; one-tenth of a second faster would have put me in second position. I spent most of the practice sessions trying to find a good chassis setup."

Carl Fogarty was in ninth, and best of the Hondas. The World Champion was fourth-fastest at one point during the frantic final session but dropped to an eventual ninth. "I put the wrong tire on at the wrong time," he said. "I did eight laps on a race tire and it felt brilliant and that is when I put in my fastest lap. When I put on a soft tire I'd already run out of time but the rear was sliding all over the place."

Stability and front and rear grip seemed to be the biggest problems with the Castrol Honda RC45s. For Aaron Slight, things were even more complicated, as could be judged from his meager 13th-fastest time. The Kiwi also was suffering from his foot injuries incurred at Suzuka (three broken toes and badly damaged ankle ligaments), and was just trying to hold on.

"I'm in too much pain to ride really," Slight said. "Right now I don't care what happens in the races. The pain is so bad that I have no choice but to give it some in the two races and see what I get. I don't really like this place and I would prefer not to come here ever again. I didn't have any injections today because I can't get any sense out of the doctors. One wants to put a cast on, the other just wants to give me injections, so I have ignored them both and I'm doing my own thing. But the bike doesn't seem to get along with the track either. I especially can't carry any corner speed. The bike being a four-cylinder, it's more agressive and the back is moving a lot."

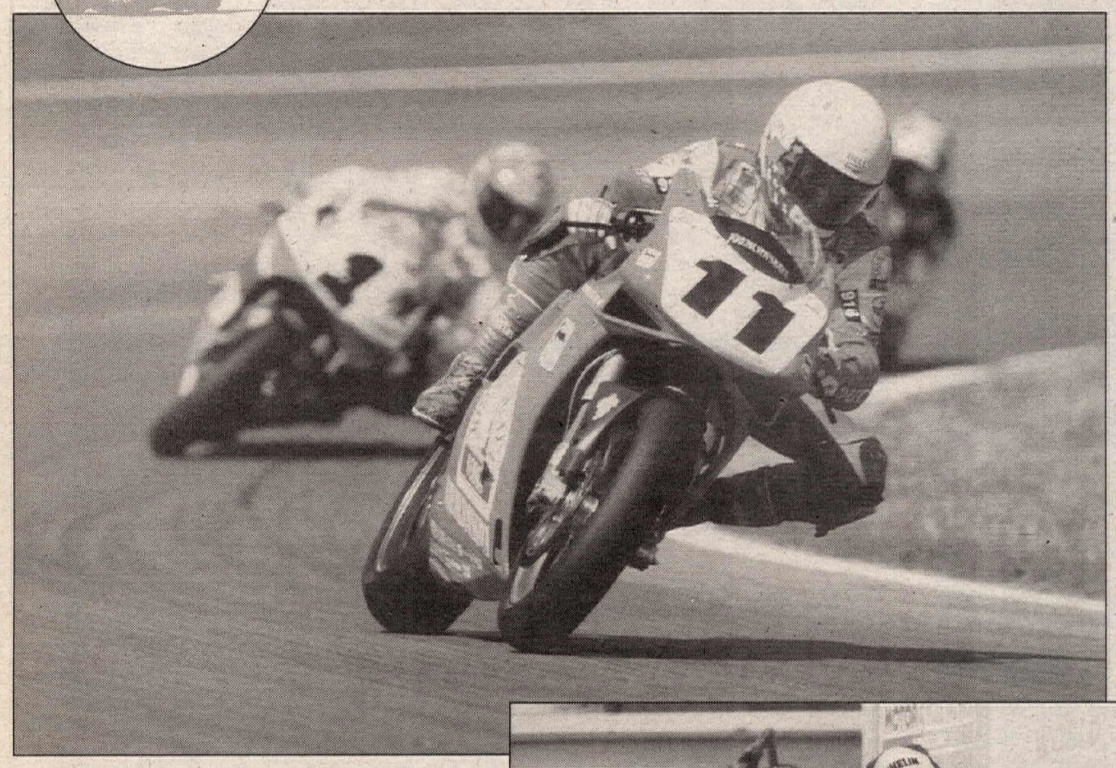
On Sunday morning, the Honda squad changed the fork settings on Slight's bike, which made it behave a little better.

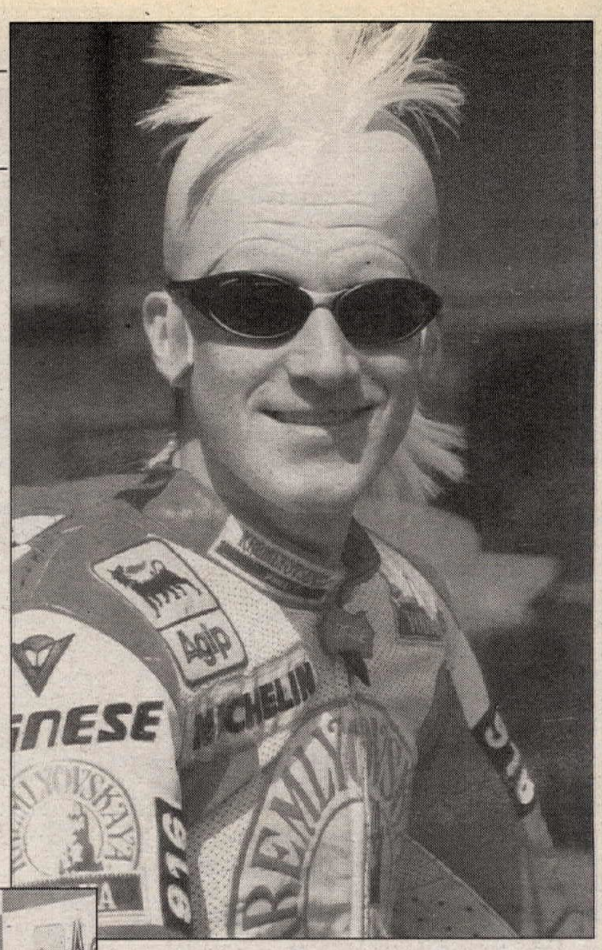
Simon Crafar qualified 11th. "I'm trying to make friends with this circuit," he said. "But I do not really like the bumps and the lack of runoff areas. I just go better on fast-flowing circuits. Here, I also seem to be trying too hard in the wrong places, as we could deduct from the partial timing results from the on-board computer."

Mike Hale was a dismal 19th on the Promotor Ducati. "We changed a lot on the bike during the four practice sessions," he explained. "But we never got a solution that made me get to the corners well enough. I just want to try and find a setup which allows me to carry more corner speed. Now I'm just running too wide in the corners."

Shawn Giles made a welcome return to World Superbike racing and qualified his De Cecco Ducati in 24th position. "Learning this track is more difficult than I thought," he admitted on Sunday morning. "And I high-sided the bike this morning. Nevertheless, I feel better on this bike than on the Alstare bike I used in Monza and Brno. And I now have two bikes at my disposal. It's not such a big disaster when you crash one. And the engine is also working really good. Too bad my racing program has been limited to an average of one race a month. That makes me feel a bit rusty each time I get into the saddle."

Round 7: Brands Hatch





(Left) John Kocinski finished third in the first race but crashed out of the second. (Right) Neil Hodgson has a little fun at the expense of regular mohawk wearer Aaron Slight. (Below) Chili (center), Gobert (left) and Kocinski (right) celebrate after the first race.

In the closing stages of the race, Corser led comfortably over Chili, a lonesome Edwards and an equally solitary Gobert. Only Slight was getting a run for his money as he had to try to fend off the attacks of Casoli and Yamaha's Wataru Yoshikawa for most of the race.

Finally, Corser took victory and revenge. "I used the same bike as in the first race, but we put a new engine in," he said. "I did, however, put on a slightly softer tire. I wanted to get away as fast as possible in the first laps in order to have a big enough gap to slow down a bit in the closing stages. Actually I'm pretty happy that I made it to the finish because on the last lap I was getting so excited that I almost went over the handlebars."

Chili was second, complaining of carburetion woes. "The carburetion on my bike was not perfect," the Italian said. "So I preferred to keep second place instead of trying to get past Troy."

Edwards had hoped for more than third. "I'm getting sick of getting second, third or fourth," he complained. "I was pretty confident after my Suzuka win, so I can't really be very pleased. To stay with the more powerful Ducatis, the bike and I have to be 110 percent for the whole race. The bike wasn't quite handling how I wanted it to, but I still finished on the podium."

Gobert took his Kawasaki to fourth position. "The rear tire blistered and that's the reason why I didn't get closer

Briefly...

Maurizio Flammini allowed us a glance over his shoulder at his 1997 plans for World Superbike racing. The series will once again be run over some 12 races next year, the first one of which will probably be run in Australia in the beginning of April. Where exactly the series will open is still unclear. Phillip Island is a candidate, but so is Eastern Creek. The Indonesian and Japanese rounds probably will be the last races of the season. According to Flammini, the Laguna Seca, Donington Park and Brands Hatch races are already confirmed. The Belgian and French superbike fans once again will have to cross their respective borders to see the fastest four-stroke men in action.

Some other projects concerning the near future for four-stroke racing concern the **technical rules**. From next year onward, the rules for the superbike and the Supersports categories will be more geared for each other. "This would offer several advantages," said Flammini. "The racing kits could be produced in larger numbers and in a cheaper way, riders would be able to enter national as well as World Superbike events with the same bike, and finally life would be made a bit easier for the technical scrutineers."

Despite the fact that **Jakarta** has suffered from several **riots** in the last couple of weeks, Maurizio Flammini is confident that the World Superbike fraternity won't notice any of it when they go to Indonesia in a few weeks. "The problems are limited to some specific areas in the city," he said. "And the situation is quiet now. The government has given us guarantees concerning the safety of the World Superbike guests." It's nice to know that the Sentul circuit belongs to a son of President Suharto.

Flammini was less talkative about his **Grand Prix projects**. "We are still very much interested in the promotion of the Grands Prix," he admitted in Brands Hatch. "At the end of 1991 we already made an offer of $31.5 million, but this offer arrived too late at the FIM headquarters. But I can not tell anything about the current situation." Flammini did explain that if Grands Prix and World Superbike races were ever promoted by the same group, the two series would always run separately. "These are two completely different categories, based upon two different philosophies and aimed at a different public," he said. "Moreover, it would not be commercially interesting to merge both championships. You can reach a far broader audience with two series of 12 races than with only one series."

Promotor team owner **Alfred Inzinger** announced in Brands Hatch that his (yet to be formed) Grand Prix team will enter factory Yamahas in the 500cc class. "We have also spoken to Suzuki and Honda, but the Yamaha option seemed a better long-term solution to us," he said. "Troy (Corser) will have full factory bikes at his disposal. (Jean-Michel) Bayle or (Tetsuya) Harada may become the second rider in the team, but that choice is a political question. I suppose that a decision will be taken in this matter within the next couple of weeks. In the week preceding the Sugo World Superbike race our contract with Yamaha will be signed, but the board of directors already agreed. We will do our development work together with the Japanese and in close collaboration also with Tom Walkinshaw Racing and Activa Technology, a company with a lot of experience in Formula One." Inzinger's World Superbike team, on the other hand, seems to have become a little less certain: "We will continue in World Superbike racing next year if we have full factory Ducatis at our disposal. We do not intend to enter Japanese motorcycles." This is a slight change of heart from the man who stated just one month earlier that his team would certainly continue in four-stroke racing. The Austrians suspect that Ducati has been giving special equipment and engines to John Kocinski since the Laguna Seca race - despite the fact that the contract states that the Promotor team will receive identical material to the Virginio Ferrari-run team. "It is up to Ducati now," Inzinger said on Sunday. "We are leading the championship, but if Ducati thinks they have to give extra support to their other team, then we think this is not a very smart thing to do." If Promotor stays in World Superbike racing, Mike Hale (who will be only halfway through his two-year contract at the end of this year) might get Scott Russell at his side for 1997. Inzinger admitted that he had talked to the American in the past few weeks, but wouldn't give any details of their discussions.

More news from the rider market: **Anthony Gobert** revealed that he is very interested in riding a factory Ducati in 1997. "I started World Superbike at the end of 1994 because I wanted to conquer that title before I moved on to the 500cc Grand Prix class," the Australian said. "But the equipment I have now makes it impossible for me to take the title this year. That's why I would like to have another go at the title next season, before I go 500 racing. I also have two younger brothers who are riding supercross events, and they all want to become a 500cc World Champion. As their older brother, I feel compelled to take the title before them. I have been talking to a Ducati team in the last couple of weeks." Even though Gobert has been seen several times in the Promotor hospitality unit over the past few weeks, he claims this is only because of his excellent personal relationship with Promotor team owner Alfred Inzinger. It also should be noted that Gobert also may be talking to Virginio Ferrari, who is now having a hard time making John Kocinski feel at home in his team.

The two other superbike riders who don't have to worry much about their immediate racing futures are **Mike Hale** and **Colin Edwards II**. Both of the Americans have contracts through the end of 1997 with Promotor and Yamaha, respectively, while Wataru Yoshikawa also is expected to return to Yamaha in 1997.

Jamie Whitham had an official Yamaha at his disposal at Brands Hatch. The Briton qualified eighth on Saturday. "It's the same spare bike I used in Monza, when I was a replacement rider for the injured Yoshikawa," Whitham said. "The mechanics hadn't changed anything on the bike when they arrived here on Thursday. We found a proper setup relatively easily, and things went quite smoothly from then on. This is my last World Superbike race of the season on a full-factory bike. I will, however, go to Assen with my own bike, which I use in the national races (the former Meregalli bike). If I perform well in Assen, I hope to be in a better position to start negotiating about a possible complete World Superbike season in 1997."

Shawn Giles resurfaced in Brands Hatch after the young Australian had earlier made his European debut in Monza with the Alstare team. He had been invited there by Pirelli, which was not very pleased with the results of European Supersports Champion Michaâl Paquay, up until then the only rider in the series using Pirelli tires. Unfortunately, things didn't quite work out as expected and the Alstare team ended its collaboration with Giles after the Brno race. Later, Pirelli made the deal with the Italian De Cecco team, who had a Ducati for the young Australian at the Brands Hatch and will also take care of him at the Assen and Albacete races. Giles also has a deal for his home race in Phillip Island, but not with the team he worked with in the beginning of the season in the Australian Superbike Championship.

German **Thomas Korner** broke the Italian stranglehold on the Open European Supersport Championship at Brands Hatch, forcing his way through to victory on the last lap after a race-long battle with **Fabrizio Pirovano** and **Massimo Meregalli**. Title favorite Mauro Lucchiari ended his race in the gravel trap after three laps.

to the front," an uncharacteristically quiet Gobert said.

Slight came home fifth. "I didn't have too bad a race. I made one mistake when Neil Hodgson crashed in front of me," he said. "I was concerned about hitting him and I lost a little bit of ground and then I didn't go down enough gears for the next corner and I lost the tow to the riders in front. Considering everything, it went okay for me here. The next five tracks will be good for me. I was very happy to be able to keep up with the others, but I was losing concentration because of the pain. Now I want my left foot to rest a little bit, so the knuckle can grow back."

Suzuki's Kirk McCarthy finished 10th. "I was battling with (Mike) Hale and to be quite honest I think I held him up," he said. "Once I went wide and he came past, but I got back on the inside. I thought he was going to get me on the last lap, but he did not. I had kept seeing people going down so I decided to try and stay smooth and get some points. It was nice to end the weekend on a higher note."

Hale finished just behind the Suzuki rider. "Despite the fact that the track is very similar to some American tracks, I didn't really feel comfortable," he said. "I changed the ride height, but that didn't really come off. It is pretty frustrating to battle for sixth or seventh on certain tracks and to be very far back on other tracks." CN

Brands Hatch
Brands Hatch, Great Britain
Results: August 4, 1996 (Round 7 of 12)

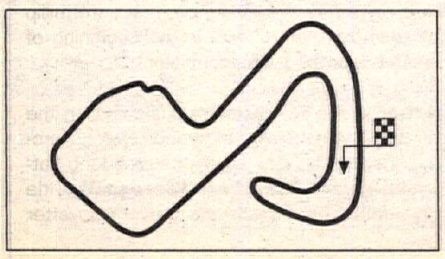
QUALIFYING: 1. Troy Corser (1:27.555); 2. Pier-Francesco Chili (1:27.822); 3. Neil Hodgson (1:27.835); 4. Colin Edwards (1:27.859); 5. Anthony Gobert (1:27.889); 6. John Kocinski (1:27.902); 7. John Reynolds (1:27.908); 8. James Whitham (1:28.023); 9. Carl Fogarty (1:28.185); 10. Piergiorgio Bontempi (1:28.467); 11. Simon Crafar (1:28.548); 12. Paolo Casoli (1:28.571); 13. Aaron Slight (1:28.680); 14. Wataru Yoshikawa (1:28.752); 15. Niall Mackenzie (1:29.216); 16. Mike Rutter (1:29.260); 17. Kirk McCarthy (1:29.482); 18. Michaâl Paquay (1:29.522); 19. Mike Hale (1:29.679); 20. Ray Stringer (1:29.823); 21. Jim Moodie (1:30.121); 22. G. Ward (1:30.603); 23. Ian Simpson (1:30.848); 24. Shawn Giles (1:30.889); 25. Alex Buckingham (1:31.391); 26. Igor Jerman (1:31.786); 27. B. Sampson (1:32.185); 28. John Boustas (1:32.246); 29. D. Ashton (1:32.302); 30. Anders Rasmussen (1:32.469).

RACE ONE: 1. Pier-Francesco Chili (Duc); 2. Anthony Gobert (Kaw); 3. John Kocinski (Duc); 4. Colin Edwards (Yam); 5. Carl Fogarty (Hon); 6. Aaron Slight (Hon); 7. John Reynolds (Suz); 8. Neil Hodgson (Duc); 9. Simon Crafar (Kaw); 10. Wataru Yoshikawa (Yam); 11. Niall Mackenzie (Yam); 12. Mike Hale (Duc); 13. Piergiorgio Bontempi (Kaw); 14. Ian Simpson (Duc); 15. John Boustas (Duc); 16. D. Ashton (Duc); 17. B. Sampson (Kaw); 18. Shawn Giles (Duc); 19. Igor Jerman (Kaw); 20. Anders Rasmussen (Yam).
Time: 37 min., 5.894 sec.
Distance: 25 laps
Average Speed: 105.13 mph
Margin of Victory: 1.787 sec.
Fastest lap: John Kocinski, 1:28.022/ 106.34 mph

RACE TWO: 1. Troy Corser (Duc); 2. Pier-Francesco Chili (Duc); 3. Colin Edwards (Yam); 4. Anthony Gobert (Kaw); 5. Aaron Slight (Hon); 6. Wataru Yoshikawa (Yam); 7. Paolo Casoli (Duc); 8. John Reynolds (Suz); 9. Piergiorgio Bontempi (Kaw); 10. Kirk McCarthy (Suz); 11. Mike Hale (Duc); 12. Michaâl Paquay (Duc); 13. Jim Moodie (Duc); 14. Shawn Giles (Duc); 15. Igor Jerman (Kaw); 16. Anders Rasmussen (Yam); 17. B. Sampson (Kaw).
Time: 37 min., 1.207 sec.
Distance: 25 laps
Average Speed: 105.25 mph
Margin of Victory: 4.082 sec.
Fastest Lap: Troy Corser, 1:28.236/ 106.08 mph

WORLD SUPERBIKE C'SHIP POINT STANDINGS (After 7 of 12 rounds): 1. Troy Corser (229); 2. Aaron Slight (221); 3. Carl Fogarty (181); 4. John Kocinski (173); 5. Pier-Francesco Chili (162); 6. Colin Edwards (152); 7. Simon Crafar (119); 8. Anthony Gobert (117); 9. Neil Hodgson (70); 10. (TIE) Mike Hale/Wataru Yoshikawa (66); 12. (TIE) Kirk McCarthy/Paolo Casoli (55); 14. Christer Lindholm (51); 15. John Reynolds (46).

Upcoming Rounds:
Round 8 - Sentul, Indonesia, August 18
Round 9 - Sugo, Japan, August 25



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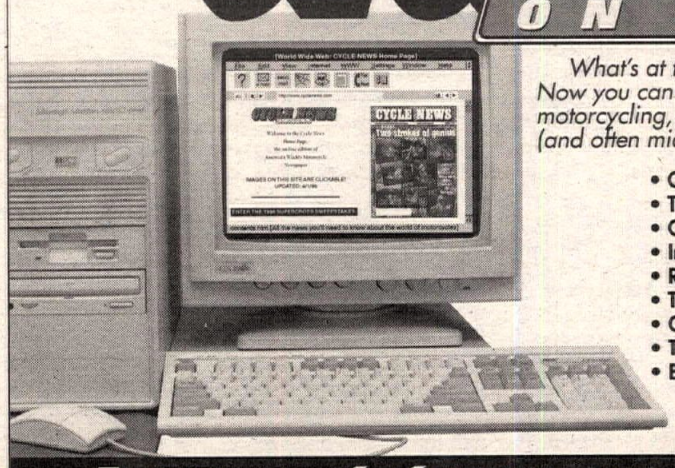

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Round 9: Peoria M.C. Clubgrounds

(Left) The tell-tale lap: Just after this photo was taken, Joe Kopp (43) shot onto the infield and crashed into the creek at the Peoria TT. Leader Andy Tresser (91) controlled the restart and led all the way to the finish for the victory.
(Below) Tresser became the first winner besides Chris Carr to score a Grand National TT victory since Bubba Shobert accomplished the feat in 1987.

Tresser ends an era

By Scott Rousseau
Photos by Bert Shepard and Flat Trak Fotos

PEORIA, IL, AUG. 4

For the first time since 1988, Chris Carr *did not* win the Peoria TT.

Who did? It wasn't who you'd think.

With Carr away road racing the Harley-Davidson VR1000, insiders had tabbed as many as four solid contenders for the "Prince of Peoria's" throne in reigning champion Joe Kopp, Team Saddlemen's Rich King, Total Control Racing's Kevin Atherton and Harley-Davidson of Sacramento's Joe Kopp. And most of the 18,000-plus had their eyes on Kopp as the Washington TT specialist was the heavy favorite coming into the event - all but guaranteed his first Grand National win.

But as Kopp's bid for victory so aptly proved, in racing, there are no guarantees.

When the racing was done at Peoria, California's Andy Tresser, another perennially strong contender at Peoria, led the start, restart, and every circuit during the 25-lap main to score his first career Grand National victory. The 31-year-old, a privateer in the strictest sense of the word, took control from the first green light on his Wood-Rotax and held off King, then Kopp, then King again to become the first winner besides Carr at the TT since Bubba Shobert won the event in 1987.

"I can't put the feeling into words," Tresser said. "I've tried hard to win at this place, and every year I keep getting older and it keeps getting harder. I thought that I could win it last year, but I was sick. I was really focused this year, though, and now I can go to sleep finally knowing that I won Peoria."

King remained fairly close to Tresser throughout the main event and piloted his Missile Engineering Rotax home to a stout second-place finish, picking up the series points lead in the process. The Iowan showcased the same steady technique that has made him a solid championship contender for the past two years. King never faltered at all during the main event, cutting 25 smooth laps to land on the podium.

"You never know what's going to happen, do you?" King said. "I was hoping for a top-five finish, but I wasn't going to do anything stupid to get it. I was just going to ride as smooth as I could. I like this place because it is different than the rest. You know who is going fast, but some guys go too hard over the jump. I'm not going to set the world on fire, but I'll be there at the end."

King was no doubt referring to third-place finisher Kopp, who may unofficially go down as the hero of the 1996 Peoria TT. Clearly the fastest rider all day, the 26-year-old was sitting in the catbird seat, just behind Tresser, on the fifth lap of the National, and with the crowd sensing victory, made his bid for the lead over the famous Peoria jump. That's when it all went wrong.

Kopp got crossed up as he took flight and landed on the infield lawn beside his still-speeding motorcycle. Like a rodeo steer wrestler, Kopp tried to bulldog the machine to a stop before letting it go just a few feet before the bank of the creek that runs through the infield. The machine charged through the creek and then catapulted wildly up the opposite bank. There were spectators nearby, but fortunately nobody, including Kopp, was injured.

With a lot of help from his friends (see Briefly...) Kopp mechanic Kenny Tolbert miraculously got the damaged bike repaired in the eight-minute time limit and the shaken but unhurt Kopp remounted and rejoined the rear of the field for the restart. From there, Kopp put on an epic ride, passing 15 riders in 18 laps and then finally making his way by Team Harley-Davidson's Parker and USC Racing's Kevin Varnes to finish an unbelievable third. Despite "losing" a race that may very well have been his for the taking. Kopp got his chin up, and even managed a sense of humor about the whole ordeal.

"Do you ever watch The Simpsons?" Kopp said. "That was kind of like, 'Dohhhh!' That was what I was thinking as I was letting go of the motorcycle. I knew that I wasn't going to save it as soon as I flew off the track, but I didn't think I was going to crash that hard either. I thought I was going to spin it out on the lawn, but that creek came up pretty fast. After the crash, I wasn't even thinking about winning the race. I just wanted to pick up some points. This feels pretty good, because if we can come back from something like that, I know that we can run 'em down on the 750."

Parker raced his Bill Werner-tuned Harley-Davidson XR600 to fourth place - down two spots from his runner-up placing in '95, but a consistent finish no less, and one that has moved him into sole posession of second place in the series standings. Parker rode hard and did his own bit of passing, starting seventh in the main event before blasting by Dan Stanley and Eric Bostrom in the middle stages of the race to run fifth. With the fast-moving Kopp hot on his tail, Parker then caught Varnes on lap 21 to make his way to third for only one corner before losing the rostrum spot to Kopp. Afterward, Parker appeared rather indifferent with his final result.

"I couldn't get off three and four for nothing," Parker said. "That's where Kopp got me. He was really haulin' the mail through there. I was faster everywhere else, but I struggled with Varnes.

(Left) Rich King was his usual consistent self all day. The Team Saddlemen rider wound up second and in control of the series points lead when all was said and done.
(Below) Kevin Varnes (89) and Scott Parker (1) ran together for much of the main event. Parker waited until the closing laps to slip by Varnes...

Then I thought that I'd better get by him or someone would get me on the front straightaway. I got by, but obviously Joe did too."

By contrast, Varnes was thrilled to finish fifth.

"Hell yes," the USC rider said. "I was running third for a long time there. I felt I was getting faster over the jump every time I went out. I'm not a TT guy. I ran a few back home in Pennsylvania, but they just had right-hand turns. There were no jumps. I never doubted that I could do it. I just planned to run on the outside edge of the groove and pass as many riders as I could all day long."

With the absence of Will Davis, the face of the points battle changed significantly. King now has control with 131 points while Parker trails him by a mere four with 127. Davis now sits third with 123, his early-season lead all but erased. Kopp is hanging tough in fourth with 111. Varnes sits fifth with 95.

HEATS

Some 68 Experts showed up to attempt entry into the 48-rider field. After two rounds of scratch heats, Kopp and King found themselves the primary combatants in heat one. King grabbed the holeshot and led the 12-rider field off turn two, but the race was halted after Washington riders J.P. Simonsen and Jeff Annen crashed over the jump. Annen would return, but Simonsen was transported to a local hospital to get checked over. On the restart, King again took the lead, but Kopp was quickly by, and he opened up a huge margin. Kopp cut a flawless 10 laps to claim the win by half of a straightaway at the flag. King ran second for the rest of the race. "I've just got to get a good start," Kopp said. "I haven't had a good one yet today. At least there are plenty of places to pass out there. There's a lot of moisture out there, and it also helps to have a real hot rod. Our motorcycle is fast. We're two for two today (scratch and regular heat win). We're going for three for three. I'm just trying to relax. I've got the jitters like I've never had before."

"I was comfortable," King said. "There's a lot of guys out here who are faster than me, but there's a lot of year left. I want to come out of here with my butt intact."

Dan Butler earned the final direct transfer by finishing a lonely third aboard the Gardner Racing/Walters Bros. Rotax.

"A lonely third is better than having to come through the semis," Butler said. "I want to put in as few laps around this place as possible."

Bostrom dominated heat two by a greater margin than Kopp as he rocketed off the starting line and never looked back en route to victory by a full straightaway over first-time National transferee Josh Butler, who rode the Coziahr H-D Rotax to a well-earned second place.

"I felt good out there," Bostrom said. "All it takes is a little luck. My brother Ben never had it here, but I'm hoping to reverse that."

"This is my first Grand National," Butler said. "It's pretty cool. I'm only in my second year as a dirt tracker. We've been competitive, but this gives me a lot more confidence. It's kind of hard to explain how it feels."

Former 600cc National Champion Mickey Fay provided some color by squeaking the Cycle World/White Bros. Honda CR500 into the show by grabbing third after Steve Morehead bobbled off turn four late in the race.

Tresser blew 'em away in heat three with another dominating performance, leading Washington rider Dan Stanley and Varnes across the finish line, with all three advancing to the main event.

"I'm trying to stay smooth," Tresser said. "I haven't trained a whole lot for this race, and not being on the circuit with these guys every week makes you a little rusty I suppose. But I'm really focused. I think that pulling off second last night (at the 600cc National) has really given me some confidence."

"I thought that I could stay with Andy," Stanley said. "But something happened to our bike. We think it's electrical, so we've swapped everything out. Hopefully that will fix it."

Atherton, Parker and Team Undo's Brett Landes provided the fans with a thriller in the final heat as they finished 1-2-3. Atherton grabbed the early lead while Parker had to do battle with Scotty Adams Racing's Charlie Orr. Parker landed second when Orr bobbled in turn two on lap three but Orr was quickly back around him. The two riders battled before Parker grabbed the position for good on lap six. Landes then had to wait for his chance to get by Orr, which came in the right-hander on lap seven. In the meantime, Parker almost ran Atherton down for the win.

"I saw Scotty back there," Atherton said. "I slowed down because I started pushing the front end at the apexes of the turns. I knew he was catching me, but it doesn't matter how fast you're going as long as you cross the finish line first."

SEMIS

Suburban Motors Harley-Davidson's teen sensation J.R. Schnabel earned his second Grand National berth of the year with a banzai last-lap pass outside both Orr and returning veteran Tim Mertens off turn four to win the first semi. Orr held on for second place off the corner. Mertens crashed and had to be carted to the hospital.

"I was running third, so I had nothing to lose," Schnabel said. "Third or crash - it didn't matter, so I held it on as long as I could through there."

F&S Harley-Davidson's Morehead led soft-spoken Kentucky rider Tommy Hayden through to the main in the next semi. Morehead's victory was a popular one with the Peoria crowd while Hayden earned his first Grand National main event start.

"My goal is to run in the top five now," Morehead said. "I knew I could come here and make it in the show."

Deeley Harley-Davidson's Steve Beattie steamed to the final semi win to gain entrance into the main. Beattie was well ahead of Annen, who had recovered well enough from his first-heat crash to earn the last ticket to the final.

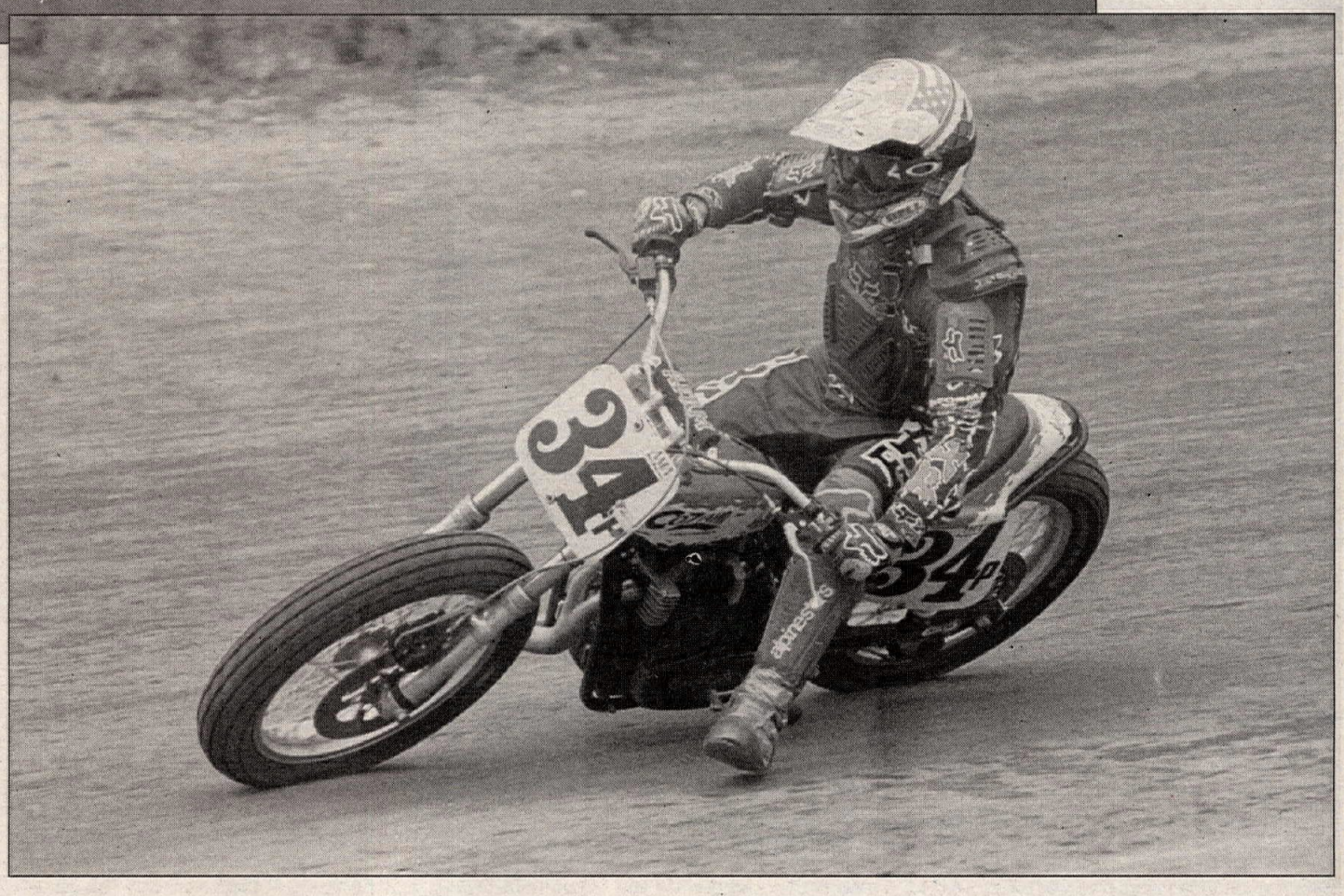
GRAND NATIONAL

The best TT riders in the country got off the start rather cleanly with Tresser grabbing the point position over King, but Kopp was quickly on the charge, coming from fourth to second on the opening lap.

"I knew I was faster than Andy, but I had to keep telling myself to relax," Kopp said.

Round 9: Peoria M.C. Clubgrounds

(Left) ...But Kopp (partially hidden between Varnes and Parker) aced them both in the same turn to steal third place after coming from the back of the pack. (Below) Josh Butler landed his first Grand National main event start with a surprise second-place finish in heat two.



"I could feel the pressure for the first five laps," Tresser said. "I felt slow in turns one and two, but the rest of the track came easy. I had no trouble with the jump or the chicane. I was just trying to ride with my arms loose on the bars so I wouldn't pump up."

Tresser and Kopp appeared all set to ride off into the sunset and settle the race between themselves, but the complexion of the race changed drastically when Kopp missed the landing on the jump and started mowing the lawn.

"I did that same thing in practice," Kopp said afterward. "I kept thinking that after I'd flubbed Castle Rock (600cc National TT) last year, this one was mine. But I flubbed it here too. Oh well, next year."

On the restart, Tresser and King got going and began to check out on the field. King did his best to stay with Tresser but the Iowan never mounted a serious challenge for the lead.

"I thought that I was faster than he was everywhere but the jump," King said.

In the meantime, Varnes had gotten an excellent start and was more than holding his own against the likes of Parker, Athertons and TT specialists like Bostrom and Stanley.

That pair would eventually hit the finish line in eighth and seventh, respectively.

"I just didn't have as much corner speed as those guys," Bostrom said. "I'm disappointed. I don't know if they were set up a little better or what. The restart really hurt me, too. Some guys went before the green light, but I didn't, so I lost a few positions right there."

"We didn't get it fixed," Stanley said." Do you know what it feels like to be running as fast as you can and guys are blowing by you from both sides? But eighth and seventh in my last two Nationals. I'm pretty happy with that."

But Kopp was the one to watch as he knifed through the pack to run in sixth by lap 10. By lap 12 he had passed Atherton, who would go on to finish sixth.

"Joe was running a great race," Atherton said. "I jut couldn't go any faster. I really struggled in three and four. We thought that we'd gotten rid of that push from the heat race, but it came back halfway through the main event. But we went well. We're happy with sixth. A lot of guys are just happy to make it out of here alive."

Kopp continued his forward progress until he ran into the stubborn Parker, who refused to yield the groove.

"That dog," Kopp said with a smile. "He kept running it into turn one so hard. I was thinking, 'Man, just roll out of it a little.'

"I was definitely making it as hard on him as I could," Parker said. "I was leading, and he was going to have to outbrake *me*. Then I decided I'd better try to get around Varnes before someone got me on the front straight."

Parker did get Varnes in turn three on lap 21, but Kopp got both riders to nail down third place. He would try to pursue King and Tresser, but the two riders were too far out of reach.

And Tresser was the farthest, as he left King behind and claimed a win which has been eluding him for years. Finally, Tresser had gotten the job done.

"I was just trying to relax out there and not work too hard," Tresser said. "I was only bothered by one thing - a bug flew into my mouth over the jump, and I had to spit it out. That was it. I'll tell you what, I don't have a lot of big sponsors, just a lot of little people who do a lot. Bob Wirth gave me a fine racing engine, and I get a lot of help from Fox, Arai, Motion Pro and Circle Bell. Then there are a lot of people back here in the midwest who help me when I'm back here, like Aupperle Construction and the Illinois Boys. This is for them."

"You know when you're close, and we've been close here before," Tresser said. "We've had a lot of bad luck here,

Kevin Atherton finished sixth.

Bzzzzz!

Former AMA 600cc National Champion **Mickey Fay** competed at the Peoria TT aboard a Honda CR500 project bike supplied by Cycle World magazine and showed that a 500cc two-stroke can indeed run with the Rotax and KTM dirt trackers. "It was originally set up as a Supermotard bike with 17-inch wheels for road racing," Cycle World Associate Editor Don Canet said. "We needed a place to race it, because there are no Supermotard races in the U.S. We were going to have Ricky Graham ride it at Pike's Peak, but that fell through. We were just lucky that Mickey didn't have a ride. He'd sold his bike a couple of weeks ago and he called the AMA to cancel his entry. Graham found out and he contacted Fay for us. Mickey agreed to ride it."

Fay went out in practice and appeared to quicky adapt to the machine, complaining only that the handlebars were narrower than he was used to. An attempt to switch to wider bars was foiled when it was determined that the CR's stock throttle cable wasn't long enough to accept them, so Fay was forced to ride with the narrower units. But the 38-year-old TT specialist from Washington continued to improve, qualifying for the event through his scratch heat and then taking advantage of a bobble by Steve Morehead late in the regular heat to put the machine in the main event via a direct transfer. Fay went on to finish 15th in the main event and offered a fair amount of praise for the machine.

"If a guy rode this thing every weekend, he could go faster on it every time," Fay said. "We were down a couple horsepower, and there are a couple things that I'd change, like I think it could use more fuel. I realized that I'd only be running in the middle of the pack, but I made the main. It's a pretty good bike. If a guy wanted to race dirt track, he could build one of these into a pretty good dirt tracker for $6500. That's about less than half of what a new Wood Rotax costs."

but we had a lot of good luck today. And I'll win it any way that I can, Chris Carr or no Chris Carr." CN

Peoria M.C. Clubgrounds
Peoria, IL
Results: Aug. 4, 1996 (Round 9 of 22)

HEAT 1 (10 laps; 12 riders, top 3 transfer): 1. Joe Kopp (Rtx); 2. Rich King (Rtx); 3. Dan Butler (Rtx); 4. Tim Mertens (ATK); 5. John Hlebo III (Rtx); 6. Jeff Annen (W-R); 7. Paul Bergstrom (Hon); 8. Lonnie Kopp (W-R); 9. Paul Morgan III (Rtx); 10. Kenny Coolbeth (Rtx); 11. Victor McAnally (W-R); 12. Eric Rickman (Rtx).
Time: 4 min., 27.29 sec.

HEAT 2 (10 laps; 12 riders, top 3 transfer): 1. Eric Bostrom (Rtx); 2. Josh Butler (Rtx); 3. Mickey Fay (Hon); 4. Rex Fisher (W-R); 5. Steve Morehead (Rtx); 6. J.R. Schnabel (Rtx); 7. Willie McCoy (ATK); 8. Paul Kops (W-R); 9. Shaun Russell (Rtx); 10. Billy Martin (Rtx); 11. Jaime Aguilar (W-R); 12. Jim Sumner (Rtx).
Time: 4 min., 31.16 sec.

HEAT 3 (10 laps; 12 riders, top 3 transfer): 1. Andy Tresser (W-R); 2. Dan Stanley (Rtx); 3. Kevin Varnes (Hon); 4. Troy Thanes (H-D); 5. Johnny Murphree (Rtx); 6. Davey Camlin (Rtx); 7. Tommy Hayden (Rtx); 8. Bret Beyer (Rtx); 9. Tom Troudt (Rtx); 10. Brent Armbruster (Rtx); 11. Don Wilson (Rtx); 12. Georgie Price IV (KTM).
Time: 4 min., 29.00 sec.

HEAT 4 (10 laps; 12 riders, top 3 transfer): 1. Kevin Atherton (ATK); 2. Scott Parker (H-D); 3. Brett Landes (Hon); 4. Steve Beattie (Rtx); 5. Charlie Orr (Rtx); 6. Dale Jenneman (Rtx); 7. Kenton Longcor (Rtx); 8. Paul Lynch (Rtx); 9. Chance Darling (Rtx); 10. Scott Scherb (Rtx); 11. Steve Smith Jr. (Rtx); 12. Jerry Southworth (Hon).
Time: 4 min., 30.79 sec.

SEMI 1 (8 laps; 12 riders, top 2 transfer): 1. J.R. Schnabel (Rtx); 2. Charlie Orr (Rtx); 3. Kenny Coolbeth (Rtx); 4. Johnny Murphree (Rtx); 5. Paul Bergstrom (Rtx); 6. Shaun Russell (Rtx); 7. Jim Sumner (Rtx); 8. Paul Lynch (Rtx); 9. Don Wilson (Rtx); 10. Steve Smith Jr. (Rtx); 11. Tim Mertens (ATK); 12. Bret Beyer (Rtx).
Time: 3 min., 41.16 sec.

SEMI 2 (8 laps; 12 riders, top 2 transfer): 1. Steve Morehead (Rtx); 2. Tommy Hayden (Rtx); 3. John Hlebo III (Rtx); 4. Lonnie Kopp (W-R); 5. Chance Darling (Rtx); 6. Paul Kops (W-R); 7. Troy Thanes (H-D); 8. Dale Jenneman (Rtx); 9. Brent Armbruster (Rtx); 10. Jaime Aguilar (W-R); 11. Jerry Southworth (Hon); 12. Victor McAnally (W-R).
Time: 3 min., 40.71 sec.

SEMI 3 (8 laps; 12 riders, top 2 transfer): 1. Steve Beattie (Rtx); 2. Jeff Annen (W-R); 3. Davey Camlin (Rtx); 4. Rex Fisher (W-R); 5. Kenton Longcor (Rtx); 6. Willie McCoy (ATK); 7. Billy Martin (Rtx); 8. Tom Troudt (Rtx); 9. Georgie Price IV (KTM); 10. Paul Morgan III (Rtx); 11. Scott Scherb (Rtx); 12. Eric Rickman (Rtx).
Time: 3 min., 41.06 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Andy Tresser (W-R); 2. Rich King (Rtx); 3. Joe Kopp (Rtx); 4. Scott Parker (H-D); 5. Kevin Varnes (Rtx); 6. Kevin Atheron (ATK); 7. Dan Stanley (Rtx); 8. Eric Bostrom (Rtx) 9. Brett Landes (Rtx); 10. Dan Butler (Rtx); 11. Steve Morehead (Rtx); 12. Charlie Orr (Rtx); 13. J.R. Schnabel (Rtx); 14. Steve Beattie (Rtx); 15. Mickey Fay (Hon); 16. Jeff Annen (W-R); 17. Tommy Hayden (Rtx); 18. Josh Butler (Rtx).
Time: None due to red flag.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES STANDINGS (After 9 of 21 rounds): 1. Rich King (131 points/1 win); 2. Scott Parker (127/3 wins); 3. Will Davis (123/3 wins); 4. Joe Kopp (111); 5. Kevin Varnes (95); 6. Steve Morehead (91); 7. Kevin Atherton (73); 8. Brett Landes (67); 9. Dave Camlin (46); 10. Ronnie Jones (38). 11. (TIE) Dan Stanley/Georgie Price IV (34); 13. (TIE) Ricky Graham/Dan Butler (31); 15. (TIE) Ken Coolbeth/Jason Fletcher (24); 17. (TIE) Andy Tresser/Jay Springsteen (23); 19. Bret Beyer (22); 20. Steve Beattie (21).

Upcoming Rounds:
Round 10 - Rapid City, SD, Aug. 7
Round 11 - Lincoln, NE, Aug. 10

Briefly...

Spectro/Moroney's Harley-Davidson rider **Jason Fletcher** missed the Peoria TT and will likely be out for several races after suffering a broken collarbone and facial lacerations in a crash while testing the engine on one of his race bikes near his Warren, Connecticut, home. Fletcher was reportedly reaching down to adjust the carburetor when he apparently hit a pothole and lost control of the machine. Fletcher was not wearing a helmet when he crashed.

Georgie Price IV has picked up help from KTM for his 600cc program. The burly New Jersey rider recently purchased one of the liquid-cooled 600cc motors, which was in terrible shape due to neglect by its previous owners, and the Austrian factory worked double time to get a bike ready for the Peoria TT. "Right now we're supporting him with parts," KTM dirt track manager Mike Owen said. "Until next year we can't make any decisions as to how the factory team will be structured. We're still taking it step by step. KTM is looking for more help from its major product supporters, and that might provide more support for riders like Georgie, even it the team stays with just one rider. I'd rather see it where the riders are responsible for their own equipment and we help them." Neither Price nor current factory rider **Mike Hacker** transferred into the main at Peoria.

Eric Bostrom rolled into the Peoria M.C. Clubgrounds with a few bumps and bruises courtesy of the 600cc National held at Peoria Speedway on the night before the TT. The young California rider had fallen down in a semi and banged up his right elbow in the process. "The elbow is okay, but my shoulder is hurt," Bostrom said. "The whole right side of my body is pretty banged up. With any luck, we'll get the adrenaline going and that'll cancel it out. No pain, no gain. We'll know more after practice." Bostrom went on to smoke 'em in his heat race and finish eighth in the main.

Speaking of **Eric Bostrom**, the dirt tracker/road racer was definitely vying for "king of style" honors. Bostrom was clad in matching silver-painted boots and chest protector, and he was also sporting sky blue LBZ motocross pants a'la "Crusty Demons of Dirt."

Team Corbin's **Dave Camlin** admitted that he was still wary of competing at the Peoria TT after having broken his shoulder during a crash at the '95 600cc National held on the Peoria M.C. Clubgrounds, and the 26-year-old Illinois rider was planning on playing it cagey. "I'm just gonna try to be the first guy out for practice," Camlin said. "And if I don't feel right, then I'm just going to park it. It's too early in the season yet - I'm ninth in the points standings, and we haven't run any miles yet. I'm not going to waste that on a TT."

Was **Joe Kopp** feeling any pressure to win the Peoria TT in light of the fact that he was tabbed as one of the overwhelming favorites to win it? "Everybody keeps coming up to me and saying, 'You are going to win today.' But hey, there's no pressure."

In the absence of former teammate **Chris Carr**, Team Harley-Davidson rider **Scott Parker** took a less than reserved approach to the Peoria TT. Parker preferred to warm up to the jump by nearly looping out over it while leading his scratch heat. The reigning series champion somehow managed to save it and go on to win. "I was trying to get a lot of air," Parker said. "I got a little too much. It crossed my mind that I was gonna crash, but I held onto it."

Steven Smith Jr. became the second dirt tracker to win a $1000 **AMA Pro Racing Scholarship**. Smith received the award from AMA Dirt Track Manager Bruce Bober at Peoria. "Any professionally licensed rider is eligible for this award," Bober said. "I'm really proud that two dirt trackers won it this year."

Harley-Davidson of Sacramento mechanic **Kenny Tolbert** wanted to thank all the people who jumped in and helped with the thrash to repair Joe Kopp's bike after Kopp threw it into the creek off the jump in that horrendous-looking crash on lap five. "People were telling me that there was a bunch of mud in the air filter," Tolbert said. "Hell, if there wasn't even an air filter on the thing, we would have still gone. I wanted to thank Loral Lake Racing and the Jennemans and Scott Scherb for jumping in there. When you get pressed for time like that, you find out who your friends are."

Kenny Tolbert has hired on Texan **Rick Lewis** to assist him on Joe Kopp's equipment for the remainder of the 1996 season as former crewman **James Parker** has left the team to spend more time with his family. Lewis worked with Terry Poovey in the '80s and with Tolbert and Chris Carr during the 1990 racing season.

After holding high hopes for a team victory, Harley-Davidson of Sacramento owner **Mike Shattuck** was just glad to see his rider Joe Kopp restart, let alone finish third, in the main event. "As far as I'm concerned, he won today," Shattuck said. "Dave Despain told me I should see the film footage to believe it. I told him I'm not sure I want to."

Two more riders qualified for their first Grand National main event at Peoria. Cozhiar Harley-Davidson's **Josh Butler** and WWP/ESAB Welding's **Tommy Hayden** both earned their first Grand National berths, Butler via direct transfer in heat heat two and Hayden by finish

Round 10: Spring Creek Motocross Park

Kawasaki had a great weekend with factory riders (from left to right) Jeff Emig and Ryan Hughes taking first and second in the 250cc National, and privateer Phil Lawrence snagging third.

Green sweep

By Cameron Coatney
Photos By Kinney Jones

MILLVILLE, MN, AUGUST 4

Team Kawasaki turned the hills of Spring Creek Motocross Park in Minnesota even more green than they already are by taking the top three positions in the 250cc class at round 10 of the 1996 AMA 125/250cc National Motocross Series.

It was a day that Kawasaki will remember for a long time as Jeff Emig took first place in convincing style by grabbing two holeshots and winning both motos outright. Teammate Ryan Hughes had a consistent day and finished second with a 2-2 moto tally, while Kawasaki of Mexico/Great Western Bank/Xtreme/CTi2's Phil Lawrence finished off the "green sweep" by securing third overall with solid 5-3 rides that also netted him $500 from the Skoal Privateer Challenge award.

"I feel fortunate to make up some points on (Jeremy) McGrath this week and make some money in the process," quipped Emig from the podium. "It's really nice to get out in front and ride your own race, and that's just what I got to do in both motos. From here on out, I have to keep focused and win both motos at the last three rounds if I'm going to win the championship."

Hughes practically dashed all of his chances for winning his first 250cc National overall by getting a start outside of the top 20 in the second moto, but still moved up at an incredible pace to take second at the finish of moto two and secure second overall.

"I was told I got about a 28th-place start in the second moto," explained Hughes. "By the sixth or seventh lap I was in second and started catching Emig. I flew off of the track coming out of the sand whoop section and started making a lot of mistakes and that was it - I settled for second. The fans were great, and I can't wait to come here next year."

Lawrence had a good first moto and finished fifth, and his second moto went even better as he nearly took the holeshot and held second for quite a while before Hughes got around him.

"Ryno (Hughes) had a strong charge going (in the second moto) and I couldn't do anything to hold him off," said Lawrence. "In the first moto I rode hard the whole race and I felt about the same in the second moto, but I got a better start. If only my National rides were consistent like my Supercross rides this year - I'm workin' on it, though."

Another strong privateer, PJ1/Xtreme/Burnsville Yamaha's Jimmy Button, had a super day and finished a very respectable fourth overall after turning in a 4-5 moto score. Normally, that would be a good enough finish to take home Skoal's $500, but Lawrence had plans of his own for that dough. Team Honda of Troy's Brian Swink rounded out the top five after riding to a 6-8 in the motos, putting his sand-riding skills to good use and pulling off cancans in practice to please the fans.

Where was the Champ, Jeremy McGrath, you must be wondering? Well, McGrath had a little mishap in practice on Friday while trying to double up on to a table-top jump (that no one else even considered) and severely sprained his left foot and bruised his voice-box when he cased it. He was riding to stay inside of the top 10 in order to salvage some points and turned in a respectable sixth overall with a 9-7.

"I hurt myself coming out of the sand whoops while trying to land on top of the table-top - I guess you can't make it," explained McGrath. "I have a mid-foot sprain that is supposedly more painful than breaking it, and I hit my throat on the bars and messed up my voice-box. The silencer got smashed on the caliper and I bent the shock bolt - it was pretty bad. There's no way I can win like this and I'm just going to ride around and try to stay in the top 10 - if I fall out of the top 20, I'm pulling off. I've just got to look at it this way: I've been extremely lucky at staying away from injuries and this is even minor. I should

be fully healed and ready to go at the next race at Washougal."

Team Noleen's Kyle Lewis got seventh overall with a 13-6, F&S Suzuki/Bieffe/FMF-backed Cliff Palmer took eight with a 10-9, Team Yamaha's Damon Bradshaw salvaged ninth with an 8-12, and Smith/Thor/Pro-Circuit-backed Rich Taylor rounding out the top ten with a 12-10.

It would have been bad for McGrath had he not stayed within the top 20 because Emig would have moved ahead in the point standings by three points had it gone that way. By riding to a commendable sixth overall, McGrath only lost 24 points to the hard-charging Emig, who is now just 23 points behind McGrath, 452-429. Suzuki's Mike LaRocco still hangs on to third with 317, while teammate Greg Albertyn does the same in fourth with 306. Swink swapped positions with his teammate, Larry Ward, moving from sixth to fifth with 261.

The 125cc National went about the same as last week in Troy, Ohio, with Team Honda's Steve Lamson running off with his sixth consecutive AMA National victory and his eighth on the year. He did it with a 1-3 tally, flat-out running away from the field in moto one and getting to within striking distance of the win before time ran out in moto two. Lamson is definitely on a roll that is starting to rival McGrath's feats. Lamson could possibly wrap up his second consecutive AMA 125cc National Championship at Washougal, Washington, in two weeks.

(Right) Emig was in a class of his own as he holeshot both motos and won both in convincing style for the win. It was his third National MX victory of the year. (Below) Team Honda's Steve Lamson is well on his way to winning his second consecutive AMA 125cc National MX title. His 1-3 at Spring Creek gave him his eighth National victory in 10 tries this year.

"I'm really happy with how I rode," said Lamson. "I feel like I've got a curse going with my second-moto starts, though - just like last week - but I reeled 'em on in again. I gained some more points and I'm very happy to win it. Hopefully, with some good results, I can wrap up the championship next week."

Team Yamaha's John Dowd earned second overall with a 6-2 after an internal clutch part broke during the first moto and hampered his progress. It was his fourth second-place finish of the year to go along with two thirds, as well. Supervet Dowd looked good all day and definitely had the fans on his side again. He nearly caught American Honda/Primal Impulse/Fox-backed Robbie Reynard, who looked to be running away with the second moto early on.

"Robbie put in some really fast lap times early and I was making a few mistakes," explained Dowd. "In the second half of the race, I got back on him again and we hit in a turn. There was a tree there and I couldn't really go for it and we ended up in the same rut. I ended up getting stuck on his bike. I think I could have caught him, but then Lamson started coming up on me and I had to start riding defensively. I'm surprised I got second overall after my first moto, but I'm happy."

Third overall went to Team Honda of Troy's Mike Craig who put in a good day's worth of work with a 2-7, after getting pretty tired in the second moto.

"In the first moto I ran strong," explained Craig, "and I knew Lamson was running a really strong pace. I was getting tired and I just stayed consistent to take second. In the second moto, my mechanic kept telling me where I needed to be to get third overall, because I was getting really tired. I think I missed second overall by a point, though."

Last year's 125cc winner Reynard missed Craig's podium position by a point as well, and finished fourth overall with an 11-1. He pulled his best Lamson/Windham imitation in the second moto, after a dismal first moto, and ran away from the field for most of the moto to take first. He is so on-again/off-again that you never really know when he is going to be a threat - but when he feels good and gets a good start, he's usually unstoppable.

Team Honda of Troy's Mike Brown pulled a fifth overall with a consistent 5-4, Splitfire/Pro-Circuit/ Kawasaki's Chad Pederson got sixth with a 9-5, Team Suzuki's Ezra Lusk took seventh with an 8-6, and Team Great Western/Xtreme/CTi2's Buddy Antunez earned eighth with a 7-9. Team Yamaha's Kevin Windham finished ninth with a 3-18, after getting a flat tire early in the second moto where he was running as high as fourth. Team Chaparral rider Brian Deegan's 12-8 gave him tenth overall.

With three rounds left in the series, Lamson leads the 125cc point standings with 448. He is 118 points ahead of his nearest competitor and needs only to keep a 101-point cushion to wrap up the title next week. He could then sit out the rest of the series if he was so inclined to do so - but don't even think he would be inclined. Dowd sits in second with 330, Windham has 318, Team Suzuki's Tim Ferry is in fourth with 271 and Antunez occupies the fifth position with 231.

Promoter John Martin estimated the crowd to be at about the 14,000 mark, and maybe even more. This number is

Round 10: Spring Creek Motocross Park

(Above) Suzuki's Greg Albertyn and Honda's Jeremy McGrath battle in the sand whoops in moto two. Albertyn got a flat in the first moto but came back with a fourth place in moto two for 12th overall. McGrath turned in a 9-7 for sixth overall in some serious pain. (Left) Last year's 125cc winner, Robbie Reynard, was about to run away with the second moto until John Dowd got wind of it. Dowd earned second overall with a 6-2 while Reynard's 11-1 netted him fourth overall.

up from last year's total, which was about 12,000. Growing fan counts seem to be the trend on the outdoor and indoor circuits this year, and that's the way we like it.

The weather was cooperative for the event, luckily, as most locals predicted that rain was on the way, as did the local weathermen. Cloud-cover kept the temperature in the 80s and kept the well-prepped track from drying out too much. The sun never even got a chance to rear its head and made for a good day of riding and spectating. The track layout was similar to last year's design with multiple uphills and downhills, table-tops, and a few double-jumps. The sand-wash whoop section was used and was a challenging set of obstacles, to say the least, and most of the passing went on here due to all of the different lines that could be taken.

125cc NATIONAL

Antunez had the lead at the end of the start-chute in 125cc National moto number one, but perhaps was not used to the idea and shut down a little early letting Craig, Lamson, Windham and PJ1's Cory Keeney get up into the mix of things. When things had settled down at the end of lap one it was Lamson leading followed by Craig, Windham, Antunez, Brown, Ferry, Team Suzuki Sports/Pro-Circuit/Answer's Scott Sheak, Dowd, Keeney and Team Suzuki's Ezra Lusk at the tail-end of the top 10.

On lap two, Windham got around Craig and the battle that the motocross community has been waiting for - Lamson vs. Windham in a head-to-head duel - was in the works. But it just wasn't to be, as Lamson slowly began to pull out a blazing pace and an eight-second lead by lap eight. Windham finished himself off when he got tangled with a lapped rider in the back section and let Craig get by to take second.

"When I looked back and saw him (Windham) there I thought, come on - let's see what will happen here," said Lamson of his ensuing duel with Windham. "But he fell and I never saw him again."

The order on lap nine was Lamson, Craig, Windham, Ferry, Brown, Dowd, Antunez, and distantly came Team Chaparral's Michael Brandes, Lusk and Pederson in 10th.

The order was almost set for the finish as Lamson began to stretch his lead out immensely. Dowd and Brown battled for a while before Brown was able to make his pass for fifth place stick on lap 13, and Lusk and Pederson were able to get around Brandes on laps 13 and 14, respectively.

By the checkered flag, Lamson had put nearly 20 seconds on the field, having plenty of time to pull a heel-clicker over the last jump to whoa the crowd. Craig held on for second, followed by Windham, Ferry, Brown, Dowd, Antunez, Lusk, Pederson, and Brandes was able to hold off an attacking Reynard for 10th.

The start of the second 125cc National moto saw Dowd, Pederson, Reynard, Lusk, Craig and Brandes again scrapping for the lead. By midlap the order began to take shape and it was Reynard pulling out a two-second lead over a closely grouped Dowd, Pederson, Lusk, Windham, Brown, Brandes, Craig, Lamson and Sports on Tap's Jason McCormick was in 10th.

Lamson was in the back but moving up pretty fast, and Reynard was looking to run away with the moto. Lamson got by Brown on lap three, and battled with Lusk in the tricky sand wash before passing him on lap five. On lap six Lamson pulled off two passes - he got Windham and Pederson but something was wrong with Windham's machine. Windham kept dropping positions, and it was soon apparent that he was fighting a rear flat tire. The Lamson/Windham duel was not going to take place in this moto either.

Reynard had five seconds over Dowd on lap nine and things were starting to look boring, but Dowd picked up the pace as Lamson closed in on him. On about lap 14, Dowd had closed the gap and tried to get by Reynard in a corner, but to no avail as the riders collided, with Dowd nearly going down.

"Dowd and I hit in one of the back corners," said Reynard. "We were going for the same line but I had the advantage and the next thing I felt was his front tire sliding up over my rear fender and off (pointing to the tire marks on his left side panel and across the rear fender)."

Dowd's little incident with Reynard let Lamson close in even more and the end of the moto looked to be shaping up into quite a battle. It was close, but there just weren't enough laps left. Reynard held on for first by two seconds with Dowd finishing in front of Lamson by about the same margin. It would have really been exciting had there been one or two laps left.

Brown finished fourth, Pederson came in fifth with Lusk, Craig, Deegan, Antunez and Brandes closing out the top 10 for the moto.

250cc NATIONAL

Emig blasted off of the 250cc starting line in moto one with a slim lead. His Jeremy Albrecht-tuned KX250 was on the move followed by Suzuki's Greg Albertyn, KTM's Kevin Crine, Yamaha's Doug Henry, Button, Lewis and the rest of the tightly grouped field. Henry was all over the backside of Emig for a while but settled down to take third behind Hughes at the end of the first lap. Albertyn was in fourth shadowed by Lewis, Button, Taylor, Lawrence, Crine and Team HoT's Larry Ward. McGrath got about a 15th-place start and looked to be feeling things out.

Hughes actually pulled up alongside of Emig in the sandwash at the beginning of lap two, but could not complete the pass as the corner approached that sent them back into the whoops. Emig, sensing the pressure, immediately turned it up a notch to put a couple of seconds on Hughes, who was doing the same to Henry. Albertyn was in fourth as the top four began to spread out a bit, but bad luck struck as the likeable South African pulled off with a rear flat.

Button assumed the fourth position and got by Henry in the sand whoops to take over third on lap five. Henry went down in that section, flying off into the trees on lap six, making Lewis swerve and do nearly the same thing. Meanwhile, LaRocco had gotten things rolling after his customary start and was moving up on Button in a distant fourth. Lawrence was in fifth with a rotating order of battling riders that included Ward, Yamaha's Damon Bradshaw, Swink, Palmer, Taylor and McGrath was in 11th.

LaRocco got around Button and into third on lap 11, but Emig and Hughes were long gone by this time, having put nearly 20 seconds on the rest of the field. Emig had about eight seconds on Hughes. McGrath moved around Taylor and into 10th place a lap later and worked on Palmer for a bit before taking the ninth position on lap 15.

The order was decided and Emig took the win on lap 16 over Hughes and a spread-out field that was led by LaRocco, Button, Lawrence, Swink, Ward, Bradshaw, McGrath and Palmer.

This is becoming a bit redundant, but Emig blazed off of the line in the second 250cc moto with the holeshot again, which makes it something like nine National motos in a row. Button got a good start again, as did Henry, Lawrence, Albertyn and Lewis. McGrath was in the hunt this time, as well. When the riders came around after the first lap the order was Emig, Henry,

Lawrence, Button, Lewis, McGrath, Hughes, Albertyn, Taylor and Crine was in 10th.

On lap three, Lawrence moved by Henry to take third in the back section and Hughes got around McGrath to steal fourth. Hughes just kept right on charging to depose Henry from third on lap four and McGrath did the same to Henry on lap six to take fourth.

By lap seven, the top three in the order was set to the finish as Emig, Hughes and Lawrence had their Kawasakis lodged in first through third in that order. About 10 seconds back was a battling crew of Button and Albertyn, who had gotten by McGrath, Lewis and LaRocco. Henry had faded back to ninth by now and Taylor was holding on to 10th.

Ward moved into the top 10 on lap eight, but would retire a few laps later for unknown reasons. Battles raged between the riders in fourth through ninth for several laps, and Albertyn moved around Button on lap 13 to take fourth where he would stay through the finish of the moto.

The top 10 began to spread out on lap 14 and would keep spreading until the finish. Swink moved past Taylor on lap 15 and got Palmer on the final lap to take eighth. Emig took the win with about 15 seconds over Hughes in second, who had put about 10 seconds on Lawrence. This was also the overall order for the day. Albertyn came in fourth with Button, Lewis, McGrath, Swink, Palmer and Taylor making it across the line in 10th. CN

Spring Creek MX Park
Millville, Minnesota
Results: August 4, 1996 (After 10 of 13 rounds)

125 MOTO 1: 1. Steve Lamson (Hon); 2. Mike Craig (Hon); 3. Kevin Windham (Yam); 4. Tim Ferry (Suz); 5. Mike Brown (Hon); 6. John Dowd (Yam); 7. Buddy Antunez (Kaw); 8. Ezra Lusk (Suz); 9. Chad Pederson (Kaw); 10. Mike Brandes (Suz); 11. Robbie Reynard (Hon); 12. Brian Deegan (Hon); 13. Kim Ashkenazi (Hon); 14. Cory Keeney (Yam); 15. Nathan Ramsey (Suz); 16. James Dobb (Suz); 17. Scott Sheak (Suz); 18. Paul Currie (Kaw); 19. Tony Larusso (Hon); 20. Scott Carter (Hon); 21. Barry Carsten (Suz); 22. Ryan Huffman (Hon); 23. Davey Yezek (Suz); 24. Tom Clowers (Suz); 25. David Kratz (Suz); 26. Gerardo Gandara (Suz); 27. Jason McCormick (Hon); 28. Brad Woolsey (Kaw); 29. Yoshitaka Atsuta (Hon); 30. Brian Stone (Kaw); 31. Richard Rogers (Hon); 32. Ryan Duff (Hon); 33. Ronald Faisst (Suz); 34. Steve Andrich (Suz); 35. Tracy Bachman (Hon); 36. Travis Preston (Suz); 37. Jamie Bennett (Hon); 38. Brian Roth (Suz); 39. Ross Dhayer (Suz); 40. Anthony Pocorobba Jr. (Suz).

125 MOTO 2: 1. Robbie Reynard (Hon); 2. John Dowd (Yam); 3. Steve Lamson (Hon); 4. Mike Brown (Hon); 5. Chad Pederson (Kaw); 6. Ezra Lusk (Suz); 7. Mike Craig (Hon); 8. Brian Deegan (Hon); 9. Buddy Antunez (Kaw); 10. Mike Brandes (Suz); 11. Kim Ashkenazi (Hon); 12. Jason McCormick (Hon); 13. Scott Carter (Hon); 14. James Dobb (Suz); 15. Paul Currie (Kaw); 16. Ryan Huffman (Hon); 17. Barry Carsten (Suz); 18. Kevin Windham (Yam); 19. Anthony Pocorobba (Suz); 20. Tony Lorusso (Hon); 21. David Kratz (Suz); 22. Brad Woolsey (Kaw); 23. Cory Keeney (Yam); 24. Davey Yezek (Suz); 25. Ryan Duff (Hon); 26. Brian Stone (Kaw); 27. Richard Rodgers (Hon); 28. Ronald Faisst (Suz); 29. Ross Dhayer (Suz); 30. Gerardo Gandaha (Suz); 31. Jamie Bennett (Hon); 32. Travis Preston (Suz); 33. Tracy Bachman (Hon); 34. Steve Andrich (Suz); 35. Tim Ferry (Suz); 36. Brian Roth (Suz); 37. Yoshitaka Atsuta (Hon); 38. Tom Clowers (Suz); 39. Nathan Ramsey (Suz); 40. Scott Sheak (Suz).

125 O/A: 1. Steve Lamson (Hon); 2. John Dowd (Yam); 3. Mike Craig (Hon); 4. Robbie Reynard (Hon); 5. Mike Brown (Hon); 6. Chad Pederson (Kaw); 7. Ezra Lusk (Suz); 8. Buddy Antunez (Kaw); 9. Kevin Windham (Yam); 10. Brian Deegan (Hon); 11. Mike Brandes (Suz); 12. Kim Ashkenazi (Hon); 13. Tim Ferry (Suz); 14. James Dobb (Suz); 15. Jason McCormick (Hon); 16. Scott Carter (Hon); 17. Paul Currie (Kaw); 18. Cory Keeney (Yam); 19. Nathan Ramsey (Suz); 20. Ryan Huffman (Hon); 21. Barry Carsten (Suz); 22. Scott Sheak (Suz); 23. Tony Lorusso (Hon); 24. Anthony Pocorobba (Suz).

125 NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 10 of 13 rounds): 1. Steve Lamson (448/8 wins); 2. John Dowd (330); 3. Kevin Windham (318/2 wins); 4. Tim Ferry (271); 5. Buddy Antunez (231); 6. Ezra Lusk (227); 7. James Dobb (209); 8. Mike Craig (207); 9. Chad Pederson (203); 10. Mickael Pichon (198); 11. Robbie Reynard (180); 12. Brian Deegan (175); 13. Mike Brown (163); 14. Scott Sheak (139); 15. Damon Huffman (125); 16. Casey Johnson (124); 17. Kim Ashkenazi (117); 18. Barry Carsten (74); 19. Mike Brandes (72); 20. Tony Lorusso (65).

250 MOTO 1: 1. Jeff Emig (Kaw); 2. Ryan Hughes (Kaw); 3. Mike LaRocco (Suz); 4. Jimmy Button (Yam); 5. Phil Lawrence (Kaw); 6. Brian Swink (Hon); 7. Larry Ward (Hon); 8. Damon Bradshaw (Yam); 9. Jeremy McGrath (Hon); 10. Cliff Palmer (Suz); 11. Bruce Stratton (Suz); 12. Rich Taylor (Hon); 13. Kyle Lewis (Yam); 14. Tony Amaradio (Hon); 15. Takateru Atsuta (Hon); 16. Mike Katin (Hon); 17. Heath Voss (Hon); 18. Doug Stone (Kaw); 19. Brad Hagseth (Hon); 20. Ty Wallace (KTM); 21. Joel Dengler (Suz); 22. Ty Birdwell (Hon); 23. Mike Treadwell (Suz); 24. Dave Castillo (Kaw); 25. Marty Burn (Yam); 26. Doug Henry (Yam); 27. Chad Kresge (Suz); 28. Billy Schlag (Kaw); 29. Anthony Whipple (Hon); 30. Mike Metzger (Suz); 31. James Povolny (Suz); 32. Jeff Dement (Hon); 33. Kevin Crine (KTM); 34. Chad Wollaston (Yam); 35. Lance Smail (KTM); 36. Mark Morris (Suz); 37. Carey Hart (Yam); 38. Greg Albertyn (Suz); 39. Doug Dehaan (Suz); 40. Bruce Gate (Hon).

250 MOTO 2: 1. Jeff Emig (Kaw); 2. Ryan Hughes (Kaw); 3. Phil Lawrence (Kaw); 4. Greg Albertyn (Suz); 5. Jimmy Button (Yam); 6. Kyle Lewis (Yam); 7. Jeremy McGrath (Hon); 8. Brian Swink (Hon); 9. Cliff Palmer (Suz); 10. Rich Taylor (Hon); 11. Lance Smail (KTM); 12. Damon Bradshaw (Yam); 13. Doug Henry (Yam); 14. Kevin Crine (KTM); 15. Heath Voss (Hon); 16. Mike Treadwell (Suz); 17. Tony Amaradio (Hon); 18. Takateru Atsuta (Hon); 19. James Povolny (Suz); 20. Brad Hagseth (Hon); 21. Doug Stone (Kaw); 22. Mark Morris (Suz); 23. Doug Dehaan (Suz); 24. Dave Castillo (Kaw); 25. Chad Wollaston (Yam); 26. Mike Katin (Hon); 27. Billy Schlag (Kaw); 28. Anthony Whipple (Hon); 29. Bruce Stratton (Suz); 30. Larry Ward (Hon); 31. Jeff Dement (Hon); 32. Joel Dengler (Suz); 33. Mike LaRocco (Suz); 34. Marty Burr (Yam); 35. Chad Kresge (Suz); 36. Ty Birdwell (Hon); 37. Ty Wallace (KTM); 38. Carey Hart (Yam); 39. Bruce Gates (Hon); 40. Mike Metzger (Suz).

250 O/A: 1. Jeff Emig (Kaw); 2. Ryan Hughes (Kaw); 3. Phil Lawrence (Kaw); 4. Jimmy Button (Yam); 5. Brian Swink (Hon); 6. Jeremy McGrath (Hon); 7. Kyle Lewis (Yam); 8. Cliff Palmer (Suz); 9. Damon Bradshaw (Yam); 10. Rich Taylor (Hon); 11. Mike LaRocco (Suz); 12. Greg Albertyn (Suz); 13. Larry Ward (Hon); 14. Tony Amaradio (Hon); 15. Lance Smail (KTM); 16. Heath Voss (Hon); 17. Bruce Stratton (Suz); 18. Takateru Atsuta (Hon); 19. Doug Henry (Yam); 20. Kevin Crine (KTM); 21. Mike Treadwell (Suz); 22. Mike Katin (Hon); 23. Brad Hagseth (Hon); 24. Doug Stone (Kaw); 25. James Povolny (Suz); 26. Ty Wallace (KTM).

250 NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 10 of 13 rounds): 1. Jeremy McGrath (452/6 wins); 2. Jeff Emig (429/3 wins); 3. Mike LaRocco (317); 4. Greg Albertyn (306); 5. Brian Swink (261); 6. Larry Ward (251); 7. Kyle Lewis (243); 8. Ryan Hughes (232); 9. Jimmy Button (222); 10. Damon Bradshaw (219); 11. Phil Lawrence (217); 12. Cliff Palmer (180); 13. Doug Henry (173); 14. Rich Taylor (113); 15. Kevin Crine (81); 16. Ty Wallace (67); 17. Jean-Sebastien Roy (64); 18. Shaun Kalos (51); 19. Tony Amaradio (Hon); 20. Jason Frenette (37).

Upcoming Rounds:
Round 11: Washougal, Washington, August 18
Round 12: Binghampton, New York, August 25

(Right) Honda's Jeremy McGrath sprained his foot and throat in a practice mishap on Friday, but still rode to salvage points for the title. He still had time for his legion of fans. (Below) Phil Lawrence turned in his best-ever 250cc MX National result with a third. Maybe it was the new-found confidence he got from already being signed to ride for Team Chaparral for the 1997 season.

Briefly...

Team Great Western/Xtreme/CTi2's **Buddy Antunez** and **Phil Lawrence** made it a clean privateer sweep for their team by winning the **Skoal Bandit Privateer Challenge Award** for finishing as the top privateers in their respective classes. Antunez won the award in the 125cc class by finishing eighth overall with a 7-9, while Lawrence got a highly respected third overall in the 250cc class with a 5-3. Each rider received a check for $500 and is eligible for the $5000 year-end prize awarded to the top winner in each class.

"**Silly Season**" is raging full-tilt right now on the American motocross scene, and around the world for that matter, as it is the end of the year and many of the riders' contracts are up. This means riders will be switching and signing to new teams or staying where they're at depending on the deal they have or can get. The main man up for grabs is Team Honda's **Jeremy McGrath**. Let the bidding begin. (Rumor has it that McGrath is trying to draw an outside sponsor to start his own team if Honda doesn't come up with some serious cash). The McGrath dilemma has also put the future of the American Honda/Primal Impulse/Fox team on hold as they don't even know if they're going to have any money to work with. So that leaves **Robbie Reynard** and **Kim Ashkenazi** wondering where they'll be next year. Also up for grabs are Team Suzuki's **Ezra Lusk** and **Tim Ferry** (rumors have Lusk going to Team Honda, but Suzuki really wants to keep him, and Ferry moving on), Team Yamaha's **John Dowd** (rumors have him resigning with Yamaha) and **Damon Bradshaw**, Team Honda of Troy's **Brian Swink** (rumors have it that he might be off the team) and **Mike Brown**, Team PJ1/Xtreme/Burnsville Yamaha's **Jimmy Button**, **Scott Sheak**, Team Noleen's **Kyle Lewis** (rumors have him going to Japan or Europe), and a host of other talented riders. We've heard a couple of rumors that French rider **Stephane Roncada** - a top European supercross rider - has been talking to Honda of Troy.

But one rider who has signed is **Phil Lawrence**. The Californian will ride for the Chaparral team in the 250cc class next year. Team manager Larry Brooks confirmed the Lawrence signing at Millville but could not confirm what brand of motorcycle he'll be riding.

Also (re)signing recently was Honda of Troy's **Mike Craig**. He'll remain on the team for at least one more season. "I want to finish out my career here," said Craig.

Team Kawasaki's **Damon Huffman** had a weekend he'd probably rather forget after failing to qualify for the 125cc National, especially after his third overall at last week's Troy, Ohio, National MX. "The bike quit after the first practice," explained Huffman. "We checked the carb and electrics and went out to run the first qualifier and the same thing happened - sputtering and no power. We changed the motor for the Last Chance Qualifier and I got taken out by another rider. When I got up it started doing it again - it would barely make it up the hills. It ended up being a faulty ignition."

Jeremy McGrath's injury on Friday in practice (see story) was serious enough to cause quite a stir in the Team Honda pits. Here's what McGrath's mechanic **Skip Norfolk** had to say: "Jeremy is going to be uncomfortable out there. We're on damage control now - we're just trying to get as many points as possible this weekend for the championship. We're trying to salvage the weekend." Team Manager **Wes McCoy** seemed a little upset about the situation, commenting: "I feel like one of my own kids is hurt and it's hard."

Over **1200 riders** signed up for the **Amateur motocross** that was held on Saturday, August 4, at the Spring Creek Facility. They were hoping to share a little fun and nostalgia on the famous track.

Team PJ1/Xtreme/Burnsville Yamaha spent the week before the Troy, Ohio, National MX testing at the Spring Creek MX Park. "We tested out here the weekend before Troy," said team rider **Jimmy Button**. "Track time is a big plus - not so much for lines but for confidence that comes with time on a track. Burnsville Yamaha is local, so it helps." It sure did help as Button rode to his best finish of the year in fourth overall in the 250cc class, and teammate **Cory Keeney** broke out of the top 20 and scored an 18th overall. Keeney is also from Minnesota.

Round 5: Road America

Sadowski sweeps again

By John Flory

ELKHART LAKE, WI, AUG. 4

Faced with a strong challenge from factory Harley-Davidson rider and pole qualifier Tom Wilson, team LaBelle's Dave Sadowski got away quickly to control both races from the front and score two solid wins, extending his streak to four in a row. Like every other round this season, both legs at every Formula USA event have been won by a single racer.

Wilson's corner-friendly VR1000 helped him keep pace the with larger-displacement machinery in the first race and the H-D factory rider held his own as he rode to a second-place finish. A bad start in race two left him in last place, but Wilson mounted an impressive charge through the pack that took him to eighth place at the end.

This event attracted an unusual number of top-level racers who are not series regulars. Canadians Don Munroe and Jeff Williams showed up, Munroe being the reigning Canadian Superbike Champion and lead rider on the Kawasaki Canada team and Williams being the lead rider on the Honda Canada team.

Munroe entered his new ZX7RR in Formula USA, which at first blush did not seem likely to threaten the larger-displacement bikes run by most series regulars. It did, however, and Munroe fared the better of the two visiting riders, taking third place in both races despite his displacement disadvantage.

CBR900RR-mounted Williams had his bike spin a bearing during practice Friday, leaving him without a ride. However, Devin Battley, who normally leases Dutchman's second bike, had broken his arm and could not ride. At the urging of a number of Canadians, Schlosser agreed to put Williams on the bike. Despite never having ridden the machine, Williams was down to 2:17s immediately. He would manage an 11th and a ninth in the two legs.

Another unexpected entry was Michael Martin, who retired as lead rider for Team Valvoline Suzuki last fall. He un-retired himself to ride a '96 GSXR750 that tuner Keith Perry had just built. The idea was for Martin to do development work on it so that the team's present riders, David Stanton (4-2) and Tray Batey (7-4), could focus on their GSXR1100s. Martin, who had not ridden a road race bike since last fall, said, "You don't realize how much you miss all this stuff until you come back." He may ride the bike at Loudon or Daytona, but didn't get much time on it here because it spun a rod bearing in the first qualifying session, and the team had no spare parts for it.

But the biggest surprise of all had been the appearance of the factory Harley-Davidson team with riders Wilson and Chris Carr. Their express intent was to work on the development of their VR1000s, but despite being down on power, their handling made them a serious threat to win the event. While it might seem that Road America's long straights would put a premium on horsepower, the fact that sharp turns follow the long straights also makes good brakes and handling essential - both strong points for the Harley VR1000.

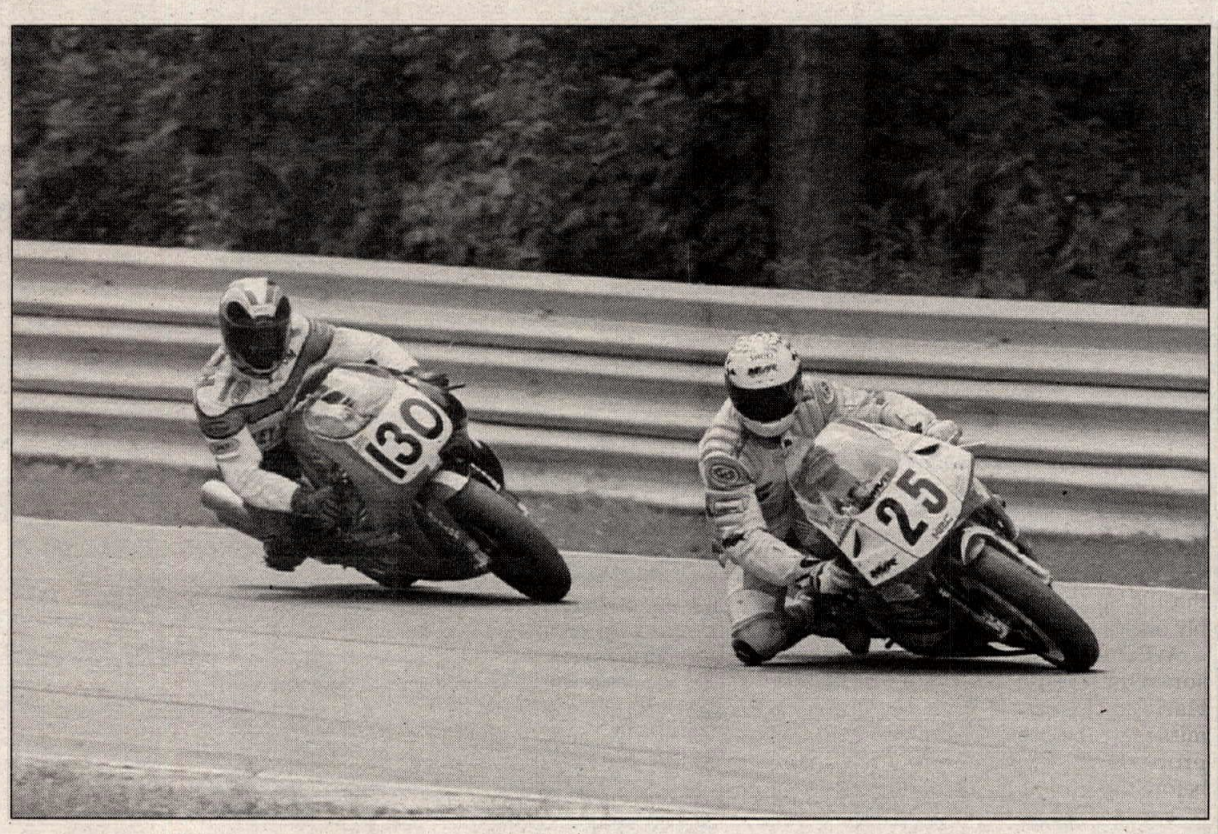
The biggest effect of Sadowski's double win was the 70 points he earned, cutting Batey's series points lead over him nearly in half, from 45 points to 27. The top four are now tightly grouped from leader Batey at 278, to fourth-placed Sadowski at 251. Wilson and Munroe - neither a factor in the points - helped Sadowski's cause by finishing between him and Batey. Despite his mechanical problems, Kling remains 12 points behind Batey. Stanton finished ahead of Batey and Kling in both legs and so moves into second exactly between them, just 6 points behind Batey and 6 ahead of Kling.

RACE ONE

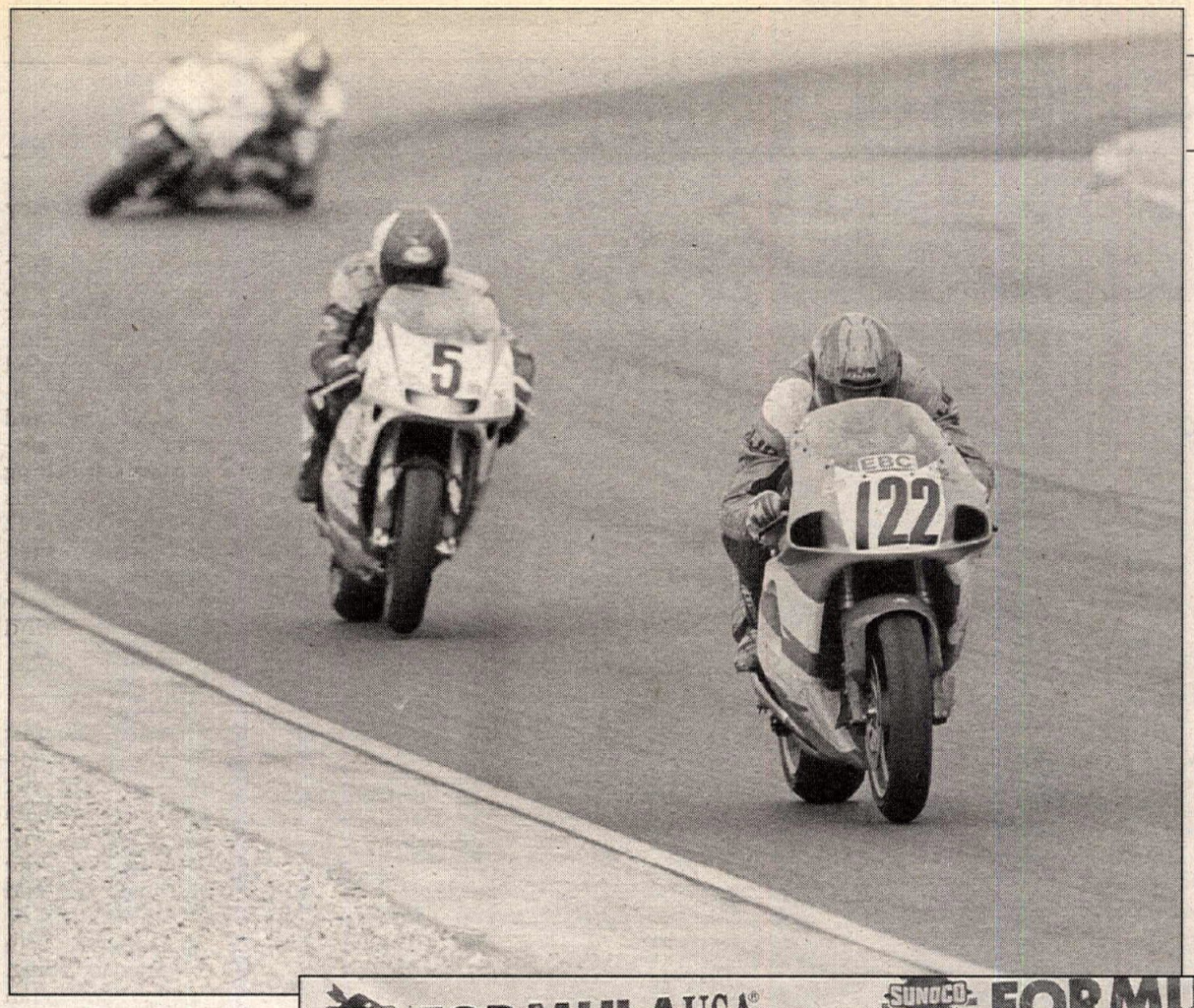
Sadowski, mindful of Wilson's fast qualifying time, seized the lead immediately with teammate Taylor in tow. Canadian Munroe was right with them in third, his 750cc ZX7RR proving surprisingly able to hang in with the enlarged CBR900RRs of Sadowski and Taylor.

Wilson stuck the Harley into fourth by lap 2, followed by Stanton and Kling. Kling moved into fifth when Stanton ran off slightly in turn five, but followed Taylor on the next lap when he went straight in turn five and dropped back behind Stanton again. Meanwhile Wilson had gotten by Munroe and reeled in Sadowski to challenge for the lead.

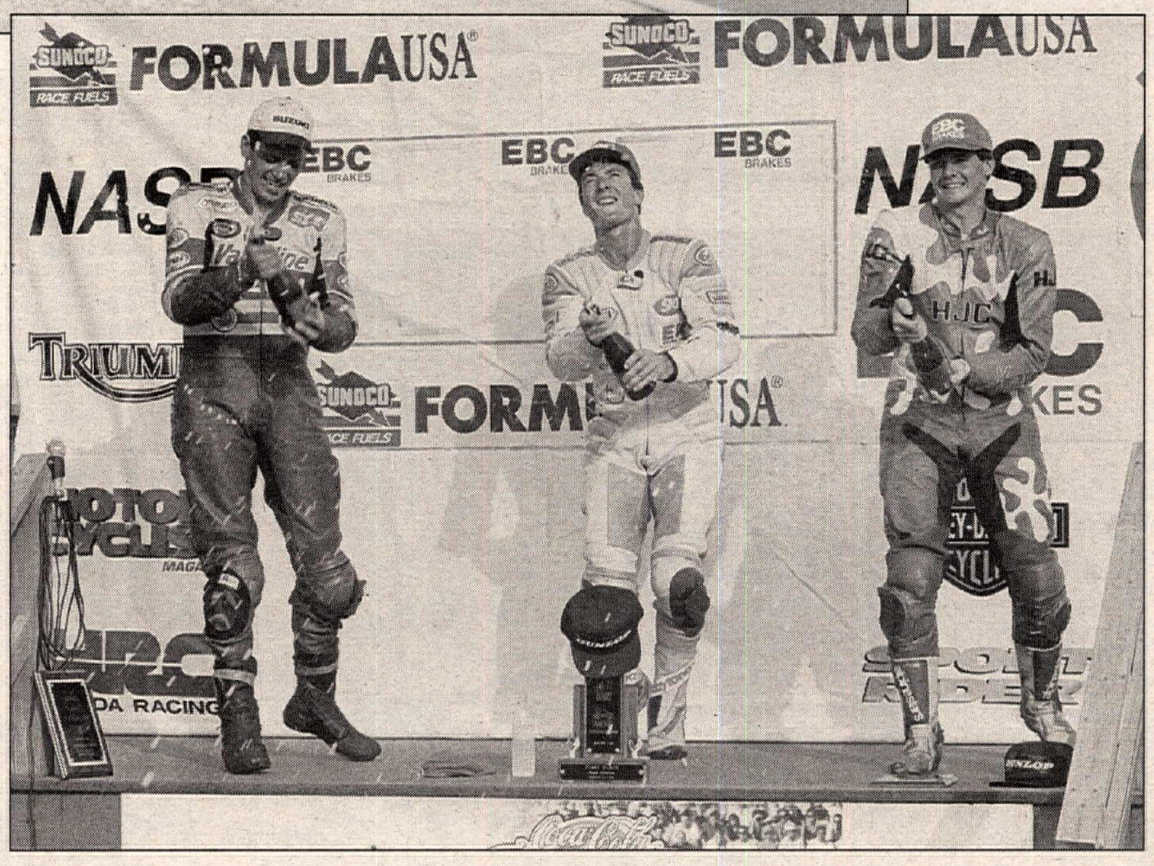
"He showed me a wheel with two laps to go," Sadowski said, "and on the last lap he got around me in the 'Hurry Downs' right before a waving yellow so I couldn't pass him right back. I followed him through the kink and into Canada Corner and up through there I kind of reeled him in. He was really fast through the corners. His midcorner speed was probably a mile or two miles an hour faster than mine. I followed him up into turn 14 and I saw him get a big old handful of gas and the rear tire wouldn't take it and it popped him out of the seat. That's all I needed to really run right up on him. Even if he had 10 bike lengths on me coming out of the last corner my bike's way faster than his. The only reason he caught me is that their chassis seems to be a little bit better in the middle of the corner, whereas mine, being a street bike, and not really gusseted yet, is



(Above) Team LaBelle's Dave Sadowski (25) led the early going during both Formula USA races at Road America and went on to take double wins. Teammate Chris Taylor (1) and Don Munroe give chase. (Right) Team Harley-Davidson's Thomas Wilson (130) battled with Sadowski for most of the first race but ultimately took his VR1000 to a second-place finish after a misfire and brake trouble slowed him toward the end.



(Left) Reigning Canadian superbike champion Don Munroe (122) took his Kawasaki Canada ZX7RR to a pair of third-place finishes. Munroe finished in front of Team Valvoline Suzuki's Dave Stanton (5) in race one, but Stanton came back in race two to beat the Canadian.



(Right) Dave Stanton, Dave Sadowski and Don Munroe celebrate after race two.

flexing quite a bit. That flex doesn't give you the confidence you need to keep the throttle on. That Harley chassis is probably one of the best in the business."

What was not obvious was that Wilson was having problems with the Harley. The motor had developed a miss, and the brakes were not working properly. Both problems were fixed before the start of the second leg.

Behind Sadowski and Wilson, Stanton and Munroe were fighting for third. Stanton held the position for most of the final half of the race, but Munroe got by on the last lap. "I was setting him up for a pass down the front straight here on the last lap and a lapper got in front of me in turn 14 and blew my drive," Stanton said. "I was close but not close enough at the line." Kling, Taylor and Batey were spread out in the next three spots.

RACE TWO

After his fight with Wilson to win the first race, Sadowski had a new plan. "I knew I got caught by the Harley with three laps to go and I knew he was getting hung up getting around some of the big-bore bikes because they're faster off the line," Sadowski said. "So I just went faster for my first three laps. Hopefully I could have a cushion and make it last to the end and force him into an error by trying to catch up a lot of ground in a little bit of time."

The Team LaBelle rider needn't have worried, because Wilson had burned up the Harley's clutch off the start in a huge cloud of smoke and was in last place. "The clutch was the whole story," Wilson said. "I finally got it to cool down and played with the adjustment and did a bunch of little things and finally got it to work. I could have gone faster in the second race because I did have problems in the first race. After the start and the clutch deal I knew the race was over. I just had fun - I was broadsliding the bike like I never have before and just finding out what I could get away with. I didn't care if I messed up a turn or a lap because I really had nothing to prove."

Even with nothing to prove, Wilson worked his way up through the field to eighth by the finish and got down into the 2:12s again. In both races, the bike was fitted with the same type of soft-compound tires he qualified on, though the pressures were set slightly higher. He noticed that the tires held up longer Sunday, probably due to the cooler conditions.

Despite the absence of Wilson as a challenger, Sadowski's strategy paid off anyway, because he controlled the pace of the race. Behind him came a good dogfight over second between Munroe and Stanton which really was not settled until the last lap. Munroe kept passing Stanton into turn five: "I would get ahead of him going into turn five every lap and then he would try to outbrake me every lap," Munroe said. "I was hoping he was going to blow the turn once but he didn't. I could have gone in deeper but I didn't want to chance it. I really am surprised I got on the box here with these guys because I didn't think our little 750 at such a fast track would have a chance. I guess the lighter bike has easier braking and maybe handles a little better. I definitely could outbrake him. That big thing would blast by and he had to start slowing down way way sooner. Then on the last lap he got by me on the straightaway and then he moved over in front of me in turn one and I had to brake with him because there was no room between where I was going and where he went. That got me stuck behind him going through turn one and down into two. There was no way I could stay with him from three down into five. I gained up right on his bum again but not enough to get by him in five. There was a couple of other places I could try him but it didn't pan out - it was the last lap and he was riding hard."

Next behind them in fourth for most of the race came Batey. Taylor was fifth for the first half of the race but then went straight at turn five on both lap six and seven and dropped back. Yoder held sixth until Kling, moving up after waiting for his clutch to recover from another terrible start, passed him and took over fifth when Taylor went straight at turn five. Carr passed Yoder for sixth in the final laps, and Wilson moved Jeff Williams back a notch to ninth. Nobles rounded out the top 10. CN

Road America
Elkhart Lake, Wisconsin
Results: August 4, 1996 (Round 5 of 9)

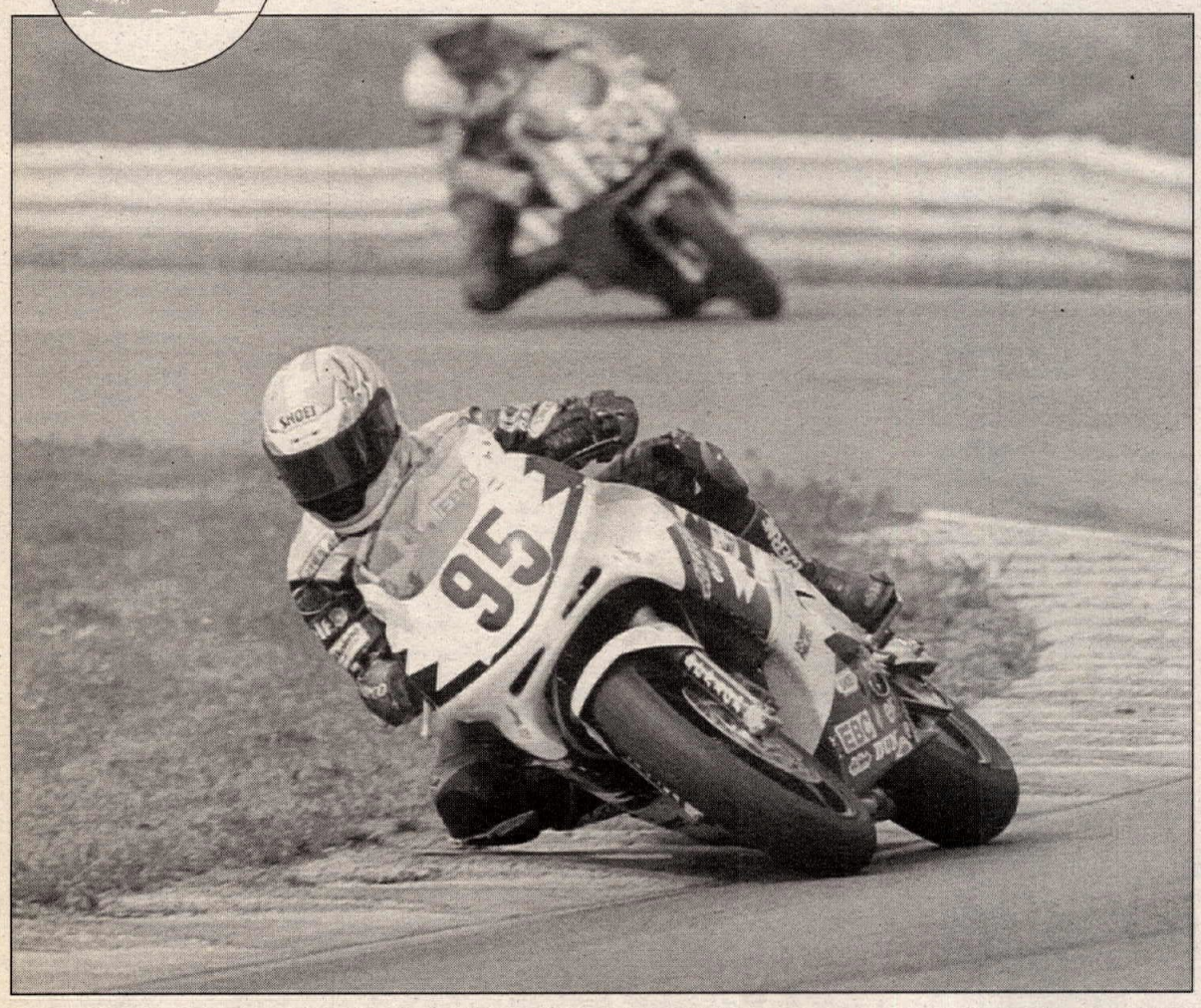
FORMULA USA QUALIFYING: 1. Thomas Wilson (2:12.624/108.578 mph); 2. David Sadowski (2:14.287); 3. Chris Taylor (2:14.829); 4. Fritz Kling (2:15.775); 5. Tray Batey (2:15.876); 6. David Stanton (2:16.176); 7. Don Munroe (2:16.331); 8. Chris Carr (2:16.726); 9. Scott Zampach (2:17.334); 10. Jeff Williams (2:17.770); 11. Chuck Graves (2:18.117); 12. Ray Yoder (2:18.309); 13. Tripp Nobles (2:18.780); 14. Glenn Szarek (2:19.593); 15. Al Salaverria (2:20.398); 16. Michael Fitzpatrick (2:20.404); 17. Derek Leslie (2:21.072); 18. Hikaru Miyagi (2:21.338); 19. Jeffrey Stern (2:21.542); 20. Brian Gibson (2:21.545); 21. Andy Deatherage (2:21.563); 22. Rad Greaves (2:21.820); 23. Curtis Adams (2:21.958); 24. Owen Weichel (2:22.671); 25. Seth Hahn (2:23.538); 26. Bill Himmelsbach (2:23.943); 27. Doug Polen (2:24.109); 28. Jack Pittens (2:25.206); 29. John Sharrad (2:25.336); 30. Shawn Conrad (2:26.388); 31. Mark Chiodo (2:26.472); 32. Mike Walsh (2:26.575); 33. Boyd Bruner (2:27.797); 34. Jim Bonner (2:29.368); 35. Chris Bliss (2:29.368); 36. Robert Thomas (2:29.875); 37. Ziv Anphi (2:30.037); 38. Brian McLaughlin (2:31.307); 39. Edward Berndt (2:31.552); 40. James Hanrahan (2:31.693); 41. David McGrath (2:32.551); 42. Sean Sidwell (2:34.567); 43. Michael Sidwell (2:36.744); 44. Benjamin Welch (2:37.259); 45. James Dickenson (2:43.298).

FORMULA USA RACE ONE: 1. David Sadowski (Hon); 2. Thomas Wilson (H-D); 3. Don Munroe (Kaw); 4. David Stanton (Suz); 5. Fritz Kling (Yam); 6. Chris Taylor (Hon); 7. Tray Batey (Suz); 8. Chris Carr (H-D); 9. Scott Zampach (Tri); 10. Tripp Nobles (H-D); 11. Jeff Williams (Yam); 12. Ray Yoder (Kaw); 13. Chuck Graves (Suz); 14. Hikaru Miyagi (Hon); 15. Michael Fitzpatrick (Kaw); 16. Brian Gibson (Hon); 17. Jeffrey Stern (Kaw); 18. Andy Deatherage (Kaw); 19. Chris Bliss (Hon); 20. Bill Himmelsbach (Hon); 21. Jack Pittens (Suz); 22. Boyd Bruner (Suz); 23. Mike Walsh (Yam); 24. Jim Bonner (Yam); 25. Brian McLauchlin (Yam); 26. Michael Sidwell (Kaw); 27. Curtis Adams (Suz); 28. Marc Chiodo (Suz); 29. Glenn Szarek (Suz); 30. Derek Leslie (Kaw); 31. Doug Polen (Suz)
Time: 18 min., 1.632 sec.
Distance: 8 laps, 32 miles
Average Speed: 106.506 mph
Margin of Victory: 0.292 sec.

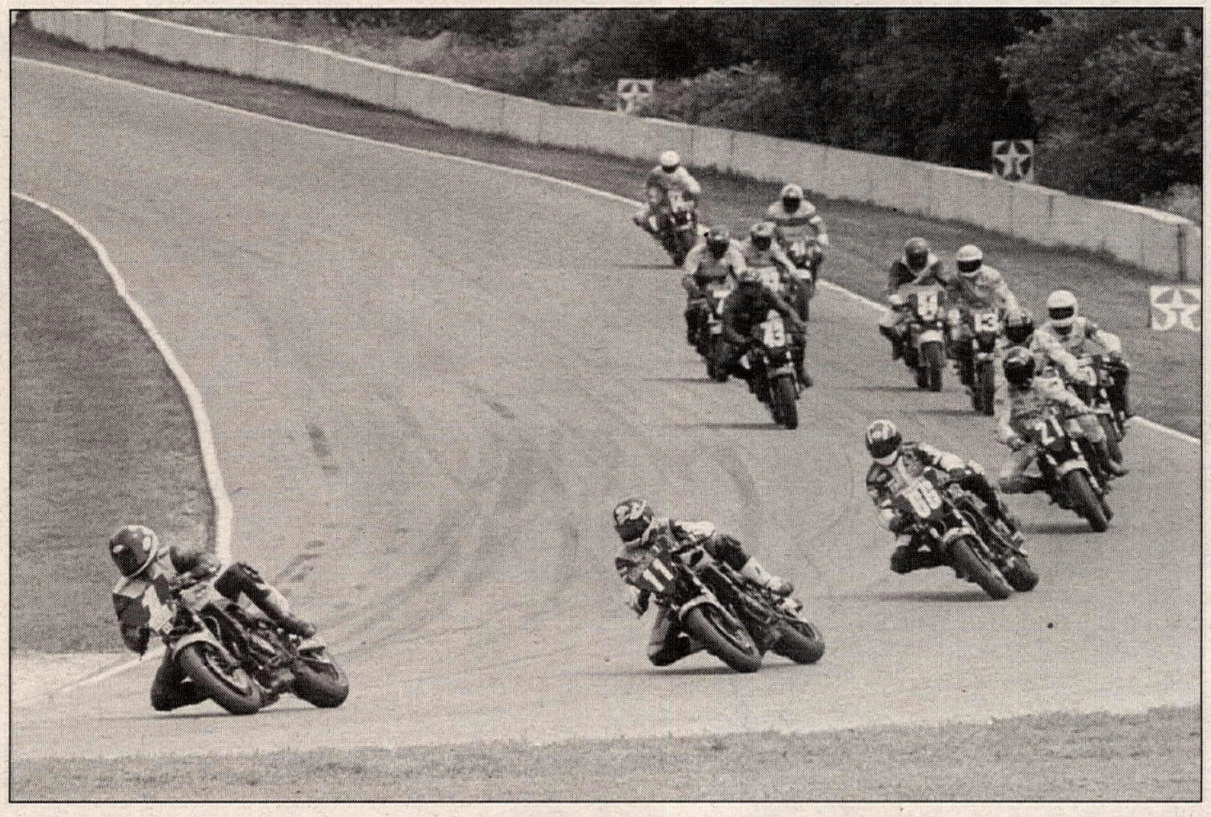
FORMULA USA RACE TWO: 1. David Sadowski (Hon); 2. David Stanton (Suz); 3. Don Munroe (Kaw); 4. Tray Batey (Suz); 5. Fritz Kling (Yam); 6. Chris Carr (H-D); 7. Ray Yoder (Kaw); 8. Thomas Wilson (H-D); 9. Jeff Williams (Yam); 10. Tripp Nobles (H-D); 11. Chris Taylor (Hon); 12. Andy Deatherage (Kaw); 13. Chuck Graves (Suz); 14. Hikaru Miyagi (Hon); 15. Michael Fitzpatrick (Kaw); 16. Jeffrey Stern (Kaw); 17. Bill Himmelsbach (Hon); 18. Chris Bliss (Hon); 19. Jack Pittens (Suz); 20. Marc Chiodo (Suz); 21. Mike Walsh (Yam); 22. Boyd Bruner (Suz); 23. Jim Bonner (Yam); 24. Michael Sidwell (Kaw); 25. Brian Gibson (Hon); 26. Scott Zampach (Suz); 27. Glenn Szarek (Suz); 28. Sean Sidwell (Kaw)
Time: 18 min., 1.843 sec.
Distance: 8 laps, 32 miles
Average Speed: 106.485mph
Margin of Victory: 1.983 sec

SUNOCO RACE FUELS FORMULA USA C'SHIP SERIES POINT STANDINGS (After 10 of 18 races): 1. Tray Batey (278); 2. David Stanton (272); 3. Fritz Kling (266/2 wins); 4. David Sadowski (251/4); 5. Chuck Graves (236); 6. Scott Zampach (187); 7. Jeffrey Stern (175); 8. Chris Taylor (155); 9. Curtis Adams (148);10. Andy Deatherage (131); 11. Doug Polen (113); 12. Glenn Szarek (108); 13. Michael Barnes (102); 14. Michael Fitzpatrick (100); 15. Tripp Nobles (95); 16. TIE: Chris Bliss /Brett Metzger (89); 18. Rich Oliver (86/2); 19. Jason Fraser (80); 20. Doug Chandler (70/2); 22. Ray Yoder (70); 23. (TIE) Mark Miller/Don Munroe (60); 24. Thomas Wilson (55); 25. (TIE) Joe Pittman/Roland Sands (54); 27. (TIE) Chris Carr/Peter Christensen (48); 29. Jonathon Bolton (47); 30. Shane Turpin (44); 31. Lance Holst (43); 32. Jeff Williams (42); 33. Mike Walsh (40); 34. Joe Pittman/Shane Prieto (38); 36. Devin Battley (37); 37. Chris Voelker (36); 38. Dave Estok (34); 39. Scott Ruehle (33); 40. (TIE) William Lindsay/Eric Moe (32); 42. Frank Wilson (31).

Upcoming Rounds:
Round 6 - Portland, Oregon, August 11
Round 7 - Pocono, Pennsylvania, September 1



(Left) Honda-mounted Matt Wait took a comfortable win in the EBC Brakes Sportbike class.



(Right) Tripp Nobles and Scott Zampach lead the pack at the start of the Triumph Speed Triple Challenge race. The pair would battle to the end with Nobles drafting by at the last moment to steal the win.

EBC Brakes Sportbike
Round 4: Road America

Wait backs into a win

By John Flory

ELKHART LAKE, WI, AUG. 4

Reformed dirt tracker Matt Wait, using his rear-brake talents to back his Honda CBR600F3 into the turns, won the EBC Brakes Sportbike class comfortably from reigning Canadian Superbike Champion Don Munroe as the two left the rest of the field well behind.

Asked about his heavy use of the rear brake, Wait said, "My reason for using it is sometimes I get into a corner too hot and I just feel more comfortable using the rear brake. It slows me down and I'm able to get the bike pointed around and slide a lot." Munroe, bemused, said, "I liked watching him use the rear brake. It was a bit distracting, actually. Sometimes he'd just barely slide it and other times I was sure he was going to crash."

Kawasaki-mounted Shawn Conrad finished third, well behind Munroe.

The complexion of this race was seriously affected by mechanical failures suffered by a number of the top contenders. The points leader coming into this round, Rick Kirk, didn't even start the race due to a twisted crank in his Kawaskai ZX6R - he had no spares. And Reuben Frankenfield, just behind Kirk in points, blew the motor in his ZX6R on Thursday and had to race his backup bike, a stock ZX6R. The stock motor produced only 95 horsepower compared to the class limit of 102, so he spent the weekend being passed. "I'm riding this pooch," said Frankenfield. "I have to override it in the turns and then I get passed in the straights!"

Perennial favorite Kevin Rentzell discovered that the valves had not been seated when the head in his ZX6R was rebuilt, so the motor had only 35 pounds of compression in the number-one cylinder. He missed Saturday's contingency-money races but, with help from Dutchman Racing boss Dave Schlosser, seated the valves Saturday night. He made the race but crashed out in turn five after two laps.

Frankenfield went on to finish in ninth place and now has 103 points - good enough for him to maintain the lead in the series since Kirk did not start and has the same 86 points he had after round four. Steve Johnson and Jim Lester, seventh and 11th in the race, are currently tied for third with 78 points each.

At the start, Wait and Munroe surged to the front, hotly pursued by Frankenfield and Canadian Jeff Williams. By lap three, Wait was beginning to open a gap on Munroe, and the duo had a 6.2-second lead over third place, now occupied by Conrad as Frankenfield and Williams began slipping to the rear.

The gap between Wait and Munroe grew to nearly seven seconds by the end, and Conrad was all alone in third, well behind Munroe. Matthew Winnacker and his Ducati 916 (with a special chip to detune it to meet the class' 102-horsepower limit) moved up into fourth. Williams slipped back to ninth before moving back up to fifth in the last two laps.

Road America
Elkhart Lake, Wisconsin
Results: August 4, 1996 (Round 4 of 8)

EBC BRAKES SPORTBIKE: 1. Matt Wait (Hon); 2. Don Munroe (Kaw); 3. Shawn Conrad (Kaw); 4. Matthew Winnacker (Duc); 5. Jeff Williams (Hon); 6. Rad Greaves (Hon); 7. Steve Johnson (Hon); 8. Tommy Girard (Kaw); 9. Reuben Frankenfield (Kaw); 10. Bradley Zajic (Kaw); 11. Jim Lester (Hon); 12. Michael Gaherty (Hon); 13. John Staska (Hon); 14. Dennis Debuhr (Hon); 15. Dan Fischer (Hon); 16. Brian Livengood (Hon); 17. Charles Chouinard (Kaw); 18. Derek Struye (Kaw); 19. Jamie Long (Hon); 20. Rod Borsch (Hon); 21. Kris Clubb (Kaw); 22. John Scheehser (Hon); 23. Shawn Rank (Kaw); 24. Scott Fryer (Hon); 25. Chuck Graves (Bue); 26. Graig Nader (Hon); 27. Kurt Marmor (Hon); 28. Bradley Askegaard (Hon); 29. Stuart Nodell (Yam); 30. Matt Drucker (Kaw); 31. Brent Campbell (Hon); 32. Todd Eagan (Buell); 33. Mark Monyette (Kaw); 34. Robert Delie (Hon); 35. Michael Zalusky (Kaw); 36. Ken Uekert (Hon); 37. James Jessen (Hon); 38. Ben Bostrom (Buell); 39. Boyd Bruner (Suz); 40. Todd Smith (Hon); 41. Kevin Rentzell (Kaw); 42. Chris Bliss (Hon)
Time: 19 min, 2.303 sec
Distance: 8 laps, 32 miles
Average Speed: 100.849 mph
Margin of Victory: 6.629 sec
EBC BRAKES SPORTBIKE C'SHIP SERIES POINT STANDINGS (After 4 of 8 rounds): 1. Reuben Frankenfield (103/1 win); 2. Rick Kirk (86); 3. (TIE) Steve Johnson/Jim Lester (78); 5. Matt Wait (67/1); 6. Charles Chouinard (67); 7. Shawn Conrad (65/1); 8. (TIE) Dan Fischer/Bradley Zajic/Matthew Winnacker (53); 11. John Scheehser (51); 12. Brian Livengood (48); 13. Jeff Williams (47); 14. John Staska (37); 15. Yves Briguet (35/1); 16. Chris Bliss (33); 17. (TIE) Don Munroe/Parrish Register (32); 19. (TIE) David Sadowski/Christian Zwedorn (30)

Upcoming Rounds:
Round 6 - Portland, Oregon, August 11
Round 7 - Pocono, Pennsylvania, September 1

Mobil 1 Triumph Speed Triple Challenge Series
Round 5: Road America

Nobles nips Zampach

By John Flory

ELKHART LAKE, WI, AUG. 4

Scott Zampach is a man with a lot of spec-class racing experience. He knows that often the only way to get a pass on someone in a class like the Triumph Speed Triple Challenge is to wait until the very last moment and make your bid for victory. Unfortunately, Tripp Nobles also knows this, and manipulated his way into the prime position - following Zampach on the last lap to draft past for the win.

Third place was James Hanrahan, who had even led the race briefly, though toward the end of the race he wasn't a factor for the runner-up spot.

Zampach's third win of the season puts him in solid control of the points with 160, followed by Hanrahan at 147. David McGrath is third with 122.

Within two laps of the start, the race became a three-way battle for the lead between Zampach, Nobles and Hanrahan, followed several seconds back by a duel for fourth between Shawn Conrad and Rick Kirk.

Hanrahan appeared to be barely hanging on, because he dropped back several times and then caught back up as Zampach and Nobles began dicing again and slowed each other down. Hanrahan led briefly on lap four, dropped back, and then caught the leaders on the last lap.

Zampach had been testing draft passes on the front straight for several laps. Twice he pulled out too late, but coming to the white flag he pulled out earlier and it worked perfectly. Unfortunately for him, he never got a chance to duplicate the move on the last lap because Nobles manipulated Zampach into leading the last lap so that Nobles could draft *him* at the line.

"It ain't nothing Scotty hasn't done before," Nobles said. "He had gotten a real good drive out of turn 14 (coming to the white flag). I think I could have gone on around him before turn one, but instead of chancing it and slowing us up so Hanrahan could catch us, I just opted to stay behind and push us. Around turn five, Hanrahan had gotten close enough to where he could come around both of us going into turn five and he kind of botched us up. But he got in there a little hot so I got back behind Zampach and Zampach had gotten away from us a little bit. I ran him down on the back straightaway. Instead of trying to race with him heading into turn 14 and having a chance on Hanrahan coming up in there, I decided to just draft by him (on the front straight)."

Road America
Elkhart Lake, Wisconsin
Results: August 4, 1996 (Round 5 of 9)

MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE: 1. Tripp Nobles; 2. Scott Zampach; 3. James Hanrahan; 4. Shawn Conrad; 5. Rick Kirk; 6. Michael Fitzpatrick; 7. Michael Gage; 8. David McGrath; 9. John Scheehser; 10. Thomas Murray; 11. Benajmin Welch; 12. Robert Wrublevski; 13. Greg Field.
Time: 20 min., 4.386 sec.
Distance: 8 laps, 32 miles
Average Speed: 95.650 mph
Margin of Victory: 0.195 sec.
MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE C'SHIP SERIES POINT STANDINGS (After 5 of 9 races): 1. Scott Zampach (160/3 wins); 2. James Hanrahan (147/1); 3. David McGrath (122); 4. Michael Fitzpatrick (121); 5. (TIE) Rick Kirk/John Scheehser (116); 7. Shawn Conrad (111); 8. Benjamin Welch (102); 9. Tripp Nobles (99/1); 10. Thomas Murray (86); 11. William White (84); 12. Michael Gage (72); 13. Devin Battley (68); 14. Ty Howard (64); 15. Ray Hixon (39); 16. Thomas Fournier (37); 17. Blaine Paulus (33); 18. (TIE) David Hull/Rick Shaw/Adam Lewis (32).

Upcoming Rounds:
Round 6 - Portland, Oregon, August 11
Round 7 - Pocono, Pennsylvania, September 1

NASB Harley-Davidson TwinSports Series
Round 4: Road America

Wait weaves to win

By John Flory

ELKHART LAKE, WI, AUG. 4

The Harley-Davidson Twin Sports race was a fine example that good things do come in threes. In this case it was three good riders - Matt Wait, Ben Bostrom and Scott Zampach - running away from the rest of the field to battle on their own for the top finishing positions, a battle that would continue until the very last turn on the very last lap.

In the end it was Wait who would draft by his archrival Bostrom, exiting the last turn to take the win, with Zampach taking third behind Bostrom at the line. In the mad dash to the finish line, Wait dodged and weaved trying to break any draft that the trailing riders might have. Both Bostrom and Zampach followed him as best they could, but Wait secured his third victory of the season.

Though he finished in third place, Zampach still has the most points in the overall series standings with 117. Wait is second with 105 and Todd Evans, seventh today, is third with 92.

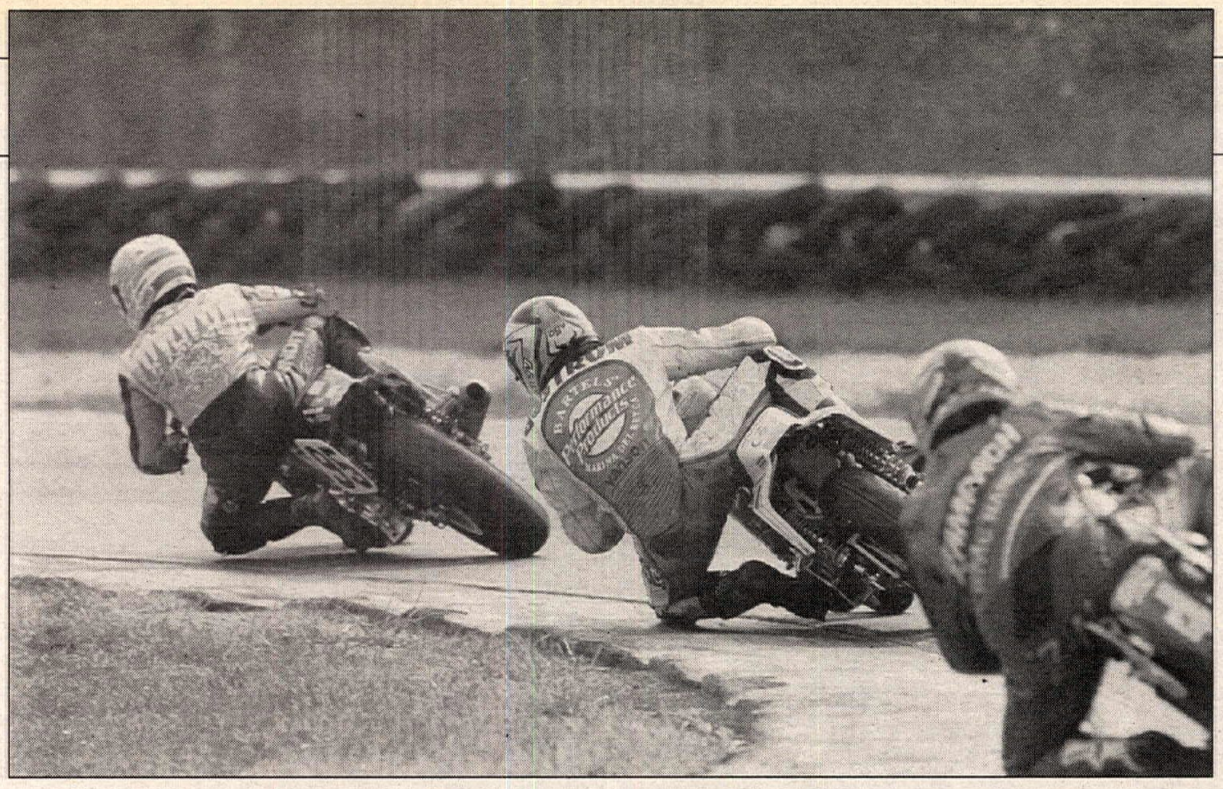
Much as the Speed Triple Challange race had unfolded, the Twin Sports race quickly evolved into a three-way race, only a much closer one. Wait, Bostrom and Zampach battled in a tight bunch right off the start, while Brian Gibbs trailed just out of reach behind them. Dave Estok started last but charged spectacularly up through the field, catching and passing Gibbs on the next-to-last lap. Unfortunately, he was unable to make contact with the leaders.

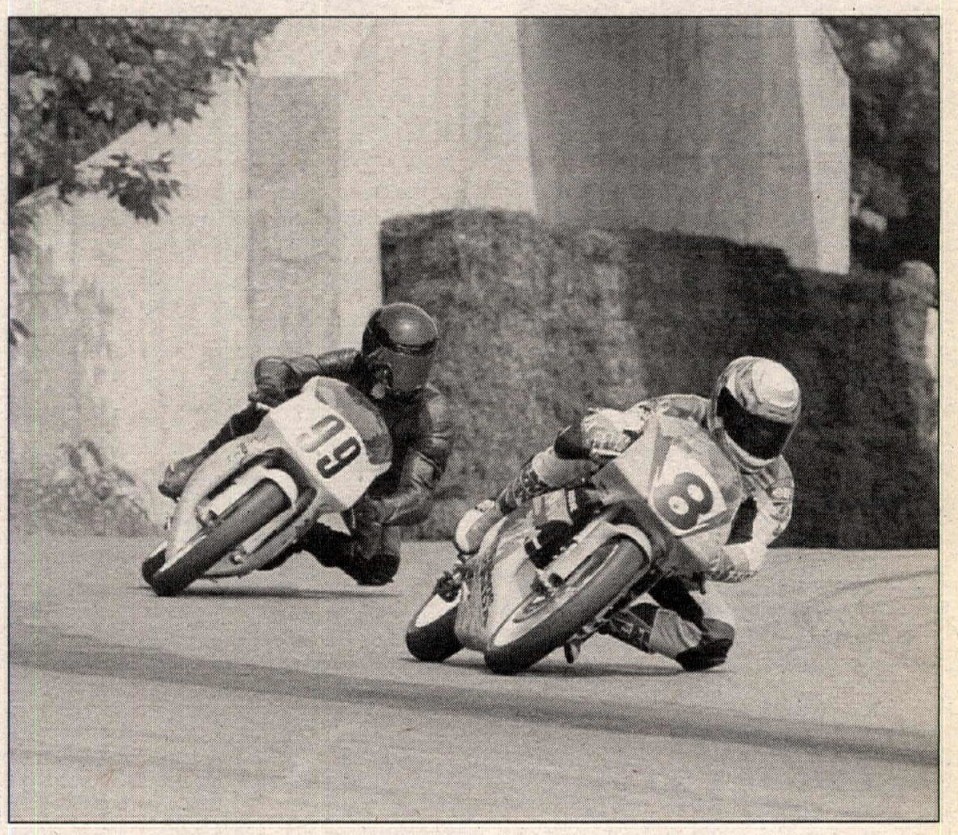
As the leading trio powered out of the last turn, Wait took the lead from Bostrom and started weaving up the front straight in an effort to break the draft. Zampach trailed close behind.

"Bostrom led into turn 14, (followed by) Wait and myself," Zampach said. "I got a really great drive out. Then Wait just drafted by Bostrom and as soon as he got by he started to weave and go across the track. Bostrom was fighting frantically to follow right in his tracks and couldn't figure out what (Wait) was going to do. It was kind of out of control. But it was a really good race. There were a lot of times that I think I was closer to other riders than I ever have been while racing."

Wait's tactic worked - Bostrom and Zampach were unable to draft him - and he took the win, his third of the season. After the race the top three were each fined $100 for weaving.

Zampach took the long view about his third-place finish "I'm happy to take third," said racing veteran Zampach. "It's really cool being 34 and they're like 19 or 20. And they've been around so they're not new-to-the-sport kids but they're still really young. So I feel proud that I can come out and put on a great show. My team does an awesome job but they're (Wait and Bostrom's teams) a little more fine-tuned on their engine builders. I rode for those guys (Wait's team) at Laguna so I saw. We have a lot of younger guys and they need the years of experience to build that perfect





(Left) Matt Wait leads Ben Bostrom and Scott Zampach in TwinSports competition. Though Bostrom had the lead going into the final corner, Wait blasted by and took the win. (Below) Masahiro Iizuka (8) and his Moto Liberty teammate Marcello Del Guidice finished first and second in the International 125cc GP series.

Wilson puts Harley on pole

The sensation of Saturday's qualifying sessions was Thomas Wilson's near-lap record aboard the factory Harley-Davidson VR1000 to secure pole position for the first of the two F-USA races. In the first session, Wilson had the fastest times until the last five minutes, when Sadowski went out and turned a 2:14.287, 0.3 second faster than Wilson's best. In the second session, Wilson ran two laps in the 2:12s, the fastest a 2:12.624, one-tenth faster than Larry Pegram's pole time for the AMA National here in June and less than three-tenths slower than the track record of 2:12.31 set last year by Mike Hale on the Smokin' Joe's Honda RC45. Beverly Sadowski, a highly experienced timer, was timing for husband Dave (who had fast time at that point) and thought she had made an error when she got Wilson's first 2:12. She knew it was no mistake when the next lap was also a 2:12. Both Wilson and his teammate Chris Carr were going much faster than they had in June. Wilson slashed five seconds off his June qualifying time while Carr dropped a full two seconds.

The initial reaction in the pits was that the Harleys were using special qualifying tires. According to both team manager Steve Scheibe and the Dunlop tire crew, they were simply running a soft-compound race tire. Wilson said he was not sure the tire would last the full race distance, though, so effectively it was something like a qualifying tire. Asked if he thought Wilson was using a qualifying tire, Sadowski said, "No, he just rode his bag off!" Wilson had to, because the Harley was clearly down on top speed compared to the other top contenders. The usual hopeful reactions to a fast time circulated through the pits: "But how many 2:12s can he string together?"

Sadowski qualified second, 1.6 seconds back. He was fastest in the first session and that time held up for most of the second session. When he went out late in the second session to try to improve it, his motor went sour, stranding him out on the course. Team Labelle tuner Mike Velasco changed the motor Saturday afternoon, installing a slightly smaller-displacement one for Sunday.

Sadowski's teammate and defending Formula USA champion Chris Taylor qualified third, 0.6 second behind Sadowski. Fritz Kling qualified fourth after a series of problems during practice and qualifying. Not surprisingly, the two Valvoline Suzukis qualified fourth and fifth. In a hint of things to come, Munroe put his 750cc machine into sixth spot on the grid, just ahead of Carr on the other Harley, Zampach on the Saxon Triumph, and Williams on the Dutchman Racing "B" bike.

Road America

motorcycle. And believe me, you need the perfect motorcycle out there now, because I'm riding the s— out of them! Hopefully I can win this championship. I'm sure those guys (Wait and Bostrom) will be in Las Vegas (at the AMA National) the same weekend I'll be at Loudon doing this series. I have the points lead anyway, so third place is great for that."

Road America
Elkhart Lake, Wisconsin
Results: August 4, 1996 (Round 4 of 7)

HARLEY-DAVIDSON TWINSPORTS: 1. Matt Wait; 2. Ben Bostrom; 3. Scott Zampach; 4. Dave Estok; 5. Brian Gibbs; 6. Brian Conley; 7. Todd Evans; 8. Jess Roeder; 9. Jack Kainz; 10. Randy Texter; 11. Roger Hendricks; 12. Brian Bodine; 13. Darvin Loyd; 14. Jeff Harding; 15. Darren Conrad; 16. Robert Buffington; 17. Tim Johnson; 18. Michael Friberg; 19. Tripp Nobles

In the Buell Lightning series, Dave Estok took his third win in as many rounds.

Time: 15 min., 44.581 sec.
Distance: 6 laps, 24 miles
Average Speed: 91.469 mph
Margin of Victory: 0.056 sec.
HARLEY-DAVIDSON TWINSPORTS C'SHIP POINT STANDINGS (after 4 of 7 rounds): 1. Scott Zampach (117/1 win); 2. Matt Wait (105/3); 3. Todd Evans (92); 4. Ben Bostrom (88); 5. Brian Gibbs (83); 6. Brian Bodine (77); 7. Brian Conley (74); 8. (TIE) Randy Texter/Michael Friberg (66); 10. Roger Hendricks (65); 11. Dave Estok (60); 12. Tripp Nobles (57); 13. Ron McGill (50); 14. Hikaru Miyagi (45); 15. Devin Battley (42); 16. Tim Johnson (40); 17. Carvin Loyd (33); 18. Daigaro Suzuki (29); 19. (TIE) Robbie Hermans/Eric Bostrom (28).

Upcoming Rounds:
Round 6 - Portland, Oregon, August 11
Round 7 - Pocono, Pennsylvania, September 1

International GP Series by Idemitsu and HRC
Round 5: Road America

Iizuka invincible again

By John Flory

ELKHART LAKE, WI, AUG. 4

Moto Liberty's Masahiro Iizuka won his third International GP race in a row by a huge 15-second margin despite facing a seemingly much more competitive field than he had at the previous race at Brainerd.

The writing was on the wall from the qualifying session Sunday morning when Iizuka took pole with a 2:33.4, 0.7 second ahead of his teammate Marcello Del Guidice. And the rest of the field? Over four seconds a lap slower. Del Guidice shadowed Iizuka off the start but was forced to pit for a stop-and-go penalty for jumping off the line early. It didn't matter, though, as he quickly made his way back into the runner-up spot by lap four and would remain there to the finish.

Running third for most of the race was third-fastest qualifier Vicky Jackson-Bell, though she occupied the second spot briefly when Del Guidice was forced to pit for his penalty. After a nearly race-long battle for the fourth spot, Chirs Ulrich finally prevailed over Mike Himmelsbach, who rounded out the top five.

After five rounds, Iizuka maintains a 24-point lead over Jackson-Bell, 162-138. Frank Pate is third with 95.

With the results of qualifying such as they were, it was no surprise that two laps after the start of the race Iizuka had a 9.2-second lead over Jackson-Bell.

What was surprising was that Moto Liberty rider Del Giudice, who had been obediently shadowing Iizuka, suddenly disappeared, only to reappear well behind Jackson-Bell. The officials had determined that Del Giudice had jumped the start and had assessed a stop-and-go penalty.

The penalty affected the race only momentarily. Del Giudice quickly caught and passed Jackson-Bell on lap four and pulled clear, leaving Jackson-Bell alone in third. A short distance behind her, Ulrich and Himmelsbach were having a long tussle over fourth which was finally resolved in Ulrich's favor in the last half lap.

Road America
Elkhart Lake, Wisconsin
Results: August 4, 1996 (Round 5 of 9)

INTERNATIONAL GP BY IDEMITSU AND HRC: 1. Masahiro Iizuka (Hon); 2. Marcello Del Giudice (Hon); 3. Vicky Jackson-Bell (Hon); 4. Chris Ulrich (Hon); 5. Mike Himmelsbach (Hon); 6. John Ulrich (Hon); 7. Lu Lacourte (Hon) 8. Todd Bowman (Hon); 9. Jeffrey Young (Hon); 10. John Bickle (Hon); 11. Jason Lanigan (Hon); 12. Aaron Stein (Hon); 13. Todd Nordby (Hon); 14. Bryan Okubo (Yam); 15. Joji Tokumoto (Hon)
Time: 15 min., 32.574 sec.
Distance: 6 laps, 24 miles
Average Speed: 92.647 mph
Margin of Victory: 15.078 sec
INTERNATIONAL GP BY IDEMITSU AND HRC C'SHIP SERIES POINT STANDINGS (After 5 of 9 rounds): 1. Masahiro Iizuka (162/3 wins); 2. Vicky Jackson-Bell (138); 3. Frank Pate (95); 4. Jeffrey Young (81); 5. Todd Nordby (80); 6. Chris Ulrich (77); 7. Stephen Rezmer (72); 8. Marcello Del Giudice (67/1 win); 9. Todd Bowman (51); 10. David Jordan (49); 11. Roland Sands (48); 12. Clayton Kwitowski (47); 13. Aaron Stein (45); 14. Lance Yeager (44); 15. Jason Lanigan (43); 16. Joji Tokumoto (42); 17. Nobi Iso (41); 18. John Ulrich (40); 19. Mark Brown (39); 20. Kevin Murray (35/1win).

Upcoming Rounds:
Round 6 - Portland, Oregon, August 11
Round 7 - Pocono, Pennsylvania, September 1

Briefly...

This was the first NASB event in 1996 where **weather** and schedule cooperated so that a reasonable amount of practice and qualifying time could be provided. The track was open for NASB practice most of Thursday and Friday morning, and many NASB racers also entered CCS events for additional track time (and, in some cases, contingency money).

NASB founder **Roger Edmonson** pointed out the unusual composition of entries for this event. Four of the six classes this weekend had Harley-Davidson-powered machines competing in them: Formula USA and American Sportbike plus the two exclusively Harley-powered classes, TwinSports and Buell Lightning. An even more surprising statistic was the fact that 40 percent of the total entries for the weekend were Harley-powered machines.

Several **Triumph Speed Triple** racers reported severe front **brake drag** due to misalignment of brake calipers with the brake disks. The rules for the class permit either four- or six-piston Triumph calipers to be fitted, and at least in one case the smaller four piston calipers dragged less. None of the racers could find the cause of the misalignment, but it was in the wrong axis to be caused by a simple rotation of the lower fork leg.

Tuner **Mike Velasco** revealed a few additional details about the modifications he has made to the **CBR900RR** motors used in the Team Labelle Formula USA bikes. Both the bore and the stroke have been increased to a final displacement of "around 1100cc," with an output "in the 180-hp range." The stock cylinder spacing would not accommodate such a large overbore, so Velasco made offset cylinder liners and offset the rod beams on the rod ends. The largest motor expired in Sadowski's bike during the second Formula USA qualifying session on Saturday, so Velasco installed "a slightly smaller one" Saturday afternoon for Sunday's races.

Doug Polen's 1996 Suzuki **GSXR750** arrived with a much less tame motor than it had at Brainerd. The stroke had been increased, the cam timing was more radical, tolerances had been tightened up and a new race-kit ignition had been installed. The displacement is around 895cc, and tuner Danny Walker figures the output in the high 150-hp range. Unfortunately, the bike was dogged with mechanical problems all weekend long. First, a misadjusted sensor for the ignition cutout for the automatic shifter caused an upshift with the power on. That nicked the shift drum, so from then on upshifting to fifth gave neutral instead because the shift dogs no longer engaged fully. The cure was to install the transmission from the backup motor. Then the clutch started slipping in the first qualifying session, so Polen pulled in after a few slow laps to change the clutch. The team thought they had all the necessary parts, but the parts book does not show or give parts numbers for two 2mm steel plates (the other plates are 1.6 mm thick) in the middle of the '96 Suzuki GSXR750 clutch stack, though they are shown in the service manual. The parts and service manuals also disagree as to which end of the stack should have the seal and washer. Polen's crew finally just installed the fresh plates they had and reused the 2mm plates. They got Polen out near the end of the second session. Before he could complete a lap, the session was red-flagged and was not restarted. That left Polen with his slipping-clutch qualifying time, which put him 27th on the grid.

The reason that Polen does not get more power by simply bolting in a **GSXR1100** motor is that it is several inches too big to fit into the '96 GSXR750 frame. So until Suzuki designs a version of the new frame to accommodate the big motor, the only way to get more power and still have the great handling of the '96 frame is to enlarge the new 750cc motor. Doing so places more stress on components than they are designed for, and one can expect failures until the weak points are identified and corrected. The coup de grace to Polen's weekend was a spun crank bearing that came after one lap of the first Formula USA race.

Dutchman Racing was experiencing mechanical problems too. An experimental motor with titanium rods blew early Friday morning, oiling Kling's tires and putting him down in turn six. Kling said, "Four quarts of oil went out the side really fast! We were wondering about the rod bolts but now we don't have to." Team boss Schlosser installed a more normal motor with Carillo rods - the motor intended for use at Portland - and there were no further motor problems. There were, however, brake problems. Kling complained that the brakes were gone after two laps, "I'm just using them too hard. I've got all that extra mass to slow down - I weigh a biscuit over 200 - plus I just brake hard." The solution was to switch from Brembo to EBC rotors. This was the setup on the team's "B" bike, and swapping it over made him miss part of the second qualifying session.

Zlock Racing has worked the bugs out of its 2mm-over big-bore kits for ZX7s (to 850cc) and ZX9s (to 950cc). Increased power produces more heat, so they have installed a thicker, three-rail radiator on the 950cc motor and modified the cooling system on the 850cc powerplant. For the latter, the stock ZX7 radiator has been split into two sections for better crossflow. A small RC30 radiator has been added behind the stock one for additional cooling. The net result is a 15-degree-celsius drop in the water temperature. The large-bore kits mean special head gaskets are needed. The one in the 850 was fine, but the one in the 950 failed. As a temporary measure, they installed a stock gasket and beveled the upper corners of the pistons slightly to clear the overhanging lip of gasket material. Andy Deatherage raced the 850; Ray Yoder rode the 950.

Quote of the weekend: Visiting Canadian **Don Munroe** said, "It's my first time here and I really enjoy the track. I'm not used to a track without bumps. I keep waiting for a bump in the middle of each corner!"

Chris Carr said, "I was very encouraged by my progress over the weekend. This is one of my favorite tracks but it's also the toughest one for me to learn in that it's so long - it's got 14 turns - and (you feel like) you're in a tunnel and even though you're doing 170 it feels like you're doing 270 because everything is zipping by. In the second leg I did a 2:14.6 and the best I ever ran in an AMA race here was a 2:16.8. This was a great opportunity for us to not only work on the bike but work on us as riders - I obviously need more work at that then Tom does, especially on this track. I was very tentative the first couple of days and I got a bit rid of that today in the race and just put my head down and started to learn."

Several riders were upset about the handling of an **ambulance** and a crash truck on track during the first Formula USA race. Curtis Adams had crashed in the kink and was pinned beneath his bike. The corner workers on site were not able to lift the bike, so a crash truck was dispatched from turn five with additional personnel on it and parked in an exposed position to shield Adams and the crew working on the incident. The riders felt that the race should have been stopped. In a probably related incident, an ambulance drove along the track from the kink on lap four of the first race and arrived at the apex of Canada Corner simultaneously with the race leaders. The ambulance was on the inside of the turn, occupied about half of the track width, and forced the riders into the "marbles" on the outside of the turn.

Buell Lightning Series
Round 3: Road America

Estok Three for Three

By John Flory

ELKHART LAKE, WI, AUG 4

David Estok continued his sweep of the Buell Lightning Series with a third win in as many races. Tripp Nobles had been a factor early in the race but a loose exhaust gradually caused his machine to lose power and he could do nothing to keep Estok in sight. Fortunately, Nobles and Estok had pulled enough of a gap on the battle for third between David McGrath and David Leslie that his runner-up finish would not be threatened.

Estok has a commanding lead in the five-round series with a full 26-point lead over Nobles, 105-79.

McGrath led the field off the line but was immediately overwhelmed by Tripp Nobles and Estok, who had qualified within 0.5 second of each other and a full two seconds faster than he had. Estok pulled away from Nobles gradually at first and then faster in the final laps. The gap was 0.8 second after two laps, three seconds after four, and six seconds at the end. The reason was that Nobles' motor broke an exhaust flange on the rear cylinder and was both losing power and sounding sour.

"I thought Nobles would give me a little more competition," Estok said. "I slowed down the last two laps when I saw the size of the lead I had. I love this track; it's real smooth with lots of fast corners. It wasn't easy. You have to ride these bikes hard and it's a lot of work."

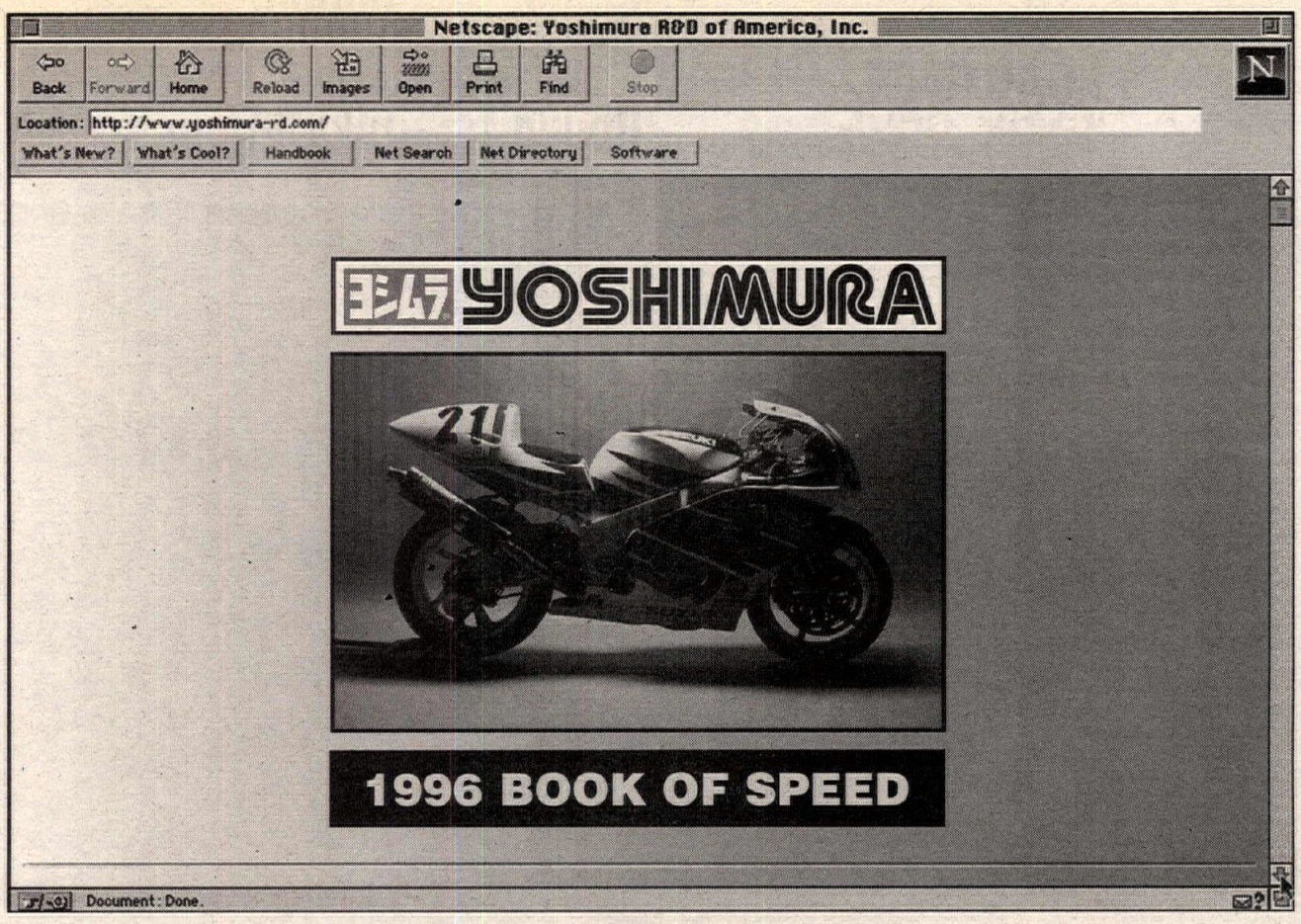
Fortunately for Nobles, he was a full four seconds ahead of a struggle for third between McGrath and David Leslie. Leslie finally got by on lap four and started closing in on Nobles, but it was too late.

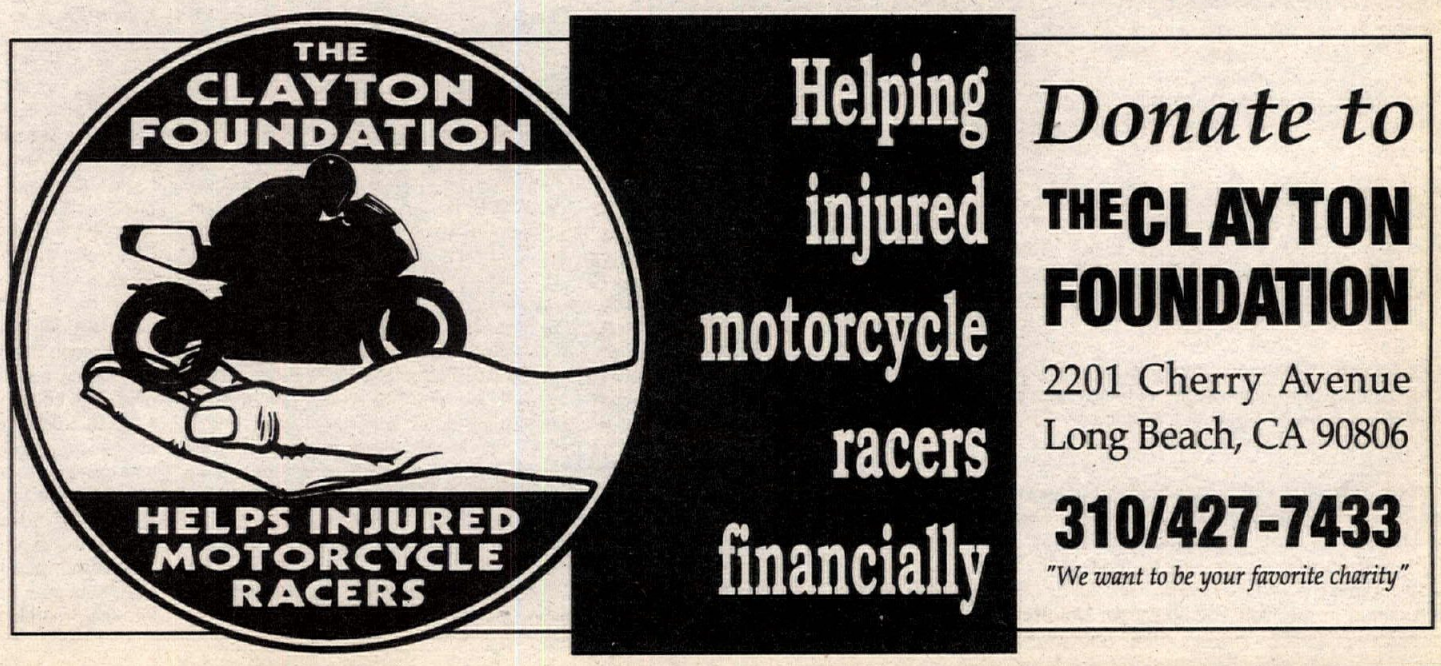
Post-race dyno testing revealed that Leslie's motor was producing 92 horsepower, above the class limit of 90. He was fined $750 and received no points for this race. He was allowed to keep his third-place finish, so that McGrath did not receive third-place points. CN

Road America
Elkhart Lake, Wisconsin
Results: August 4, 1996 (Round 3 of 5)

BUELL LIGHTNING SERIES: 1. Dave Estok; 2. Tripp Nobles; 3. Derek Leslie; 4. David McGrath; 5. Todd Evans; 6. Randy Texter; 7. Roy Nicholson; 8. David Kieffer; 9. Brian Bodine; 10. Michael Friberg; 11. Al Salaverria; 12. Bill Willems; 13. Todd Eagan; 14. Darvin Loyd; 15. Roger Hendricks
Time: 14 min., 54.897 sec.
Distance: 6 laps, 24 miles
Average Speed: 96.547 mph
Margin of Victory: 6.013 sec
BUELL LIGHTNING SERIES C'SHIP SERIES POINT STANDINGS (After 3 of 5 rounds): 1. Dave Estok (105/3 wins); 2. Tripp Nobles (79); 3. Roy Nicholson (75); 4. (TIE) David McGrath/Randy Texter (72); 6. Brian Bodine (70); 7. Michael Friberg (67); 8. Todd Evans (66); 9. (TIE) Todd Eagan/Bill Willems (62); 11. Roger Hendricks (56); 12. Darvin Loyd (51); 13. Al Salaverria (46); 14. Derek Leslie (45); 15. David Kieffer (42); 16. Jess Roeder (37); 17. Devin Battley (35); 18. Scott Moon (25); 19. Ron McGill (23); 20. Thomas Drago (19).

Upcoming Rounds:
Round 6 - Portland, Oregon, August 11
Round 7 - Pocono, Pennsylvania, September 1





Round 4: Suzuka 8-Hour

Show Stealers!

By Tracy Hagen
Photos by Eric Celis

SUZUKA CITY, JAPAN, JULY 28

Colin Edwards II and Noriyuki Haga brought victory to Yamaha and stole the show from Honda, Kawasaki and Suzuki in the prestigious Coca-Cola Suzuka 8-Hour endurance race, round four of the FIM endurance championship series.

The pair are the youngest winners ever in the 19 times the race has been held. They also set a new distance record of 214 laps, bettering the old mark of 212 laps set by Aaron Slight and Tadyuki Okada in 1995.

"Yeah, Noriyuki and I are two of a kind: We both have nuts," Edwards said from the victory podium.

Second place went to Kawasaki's Anthony Gobert and Simon Crafar. Their ZX7RR also completed 214 laps, and finished one minute, nine seconds behind Edwards and Haga.

Reigning World Superbike Champion Carl Fogarty and reigning All Japan Superbike champion Takuma Aoki finished third, one lap down.

Fogarty and Aoki were one of four pairs of riders that made up Honda's Suzuka Dream Team. Unfortunately, all four factory RC45 bikes were crashed before the halfway point of the race. The most significant of the crashes was by Aaron Slight, the three-time and defending event champion. Slight broke one, possibly two, toes on his left foot, but was planning to race the next World Superbike round at Brands Hatch, England, the following weekend.

Reigning American superbike champion Miguel DuHamel finished eighth, down four laps from Edwards and Haga. DuHamel's partner Tohru Ukawa, the reigning All Japan 250cc Grand Prix champion and now world GP 250cc rider, collided with a backmarker in the fifth hour and the team lost three laps while the bike was repaired in the pits.

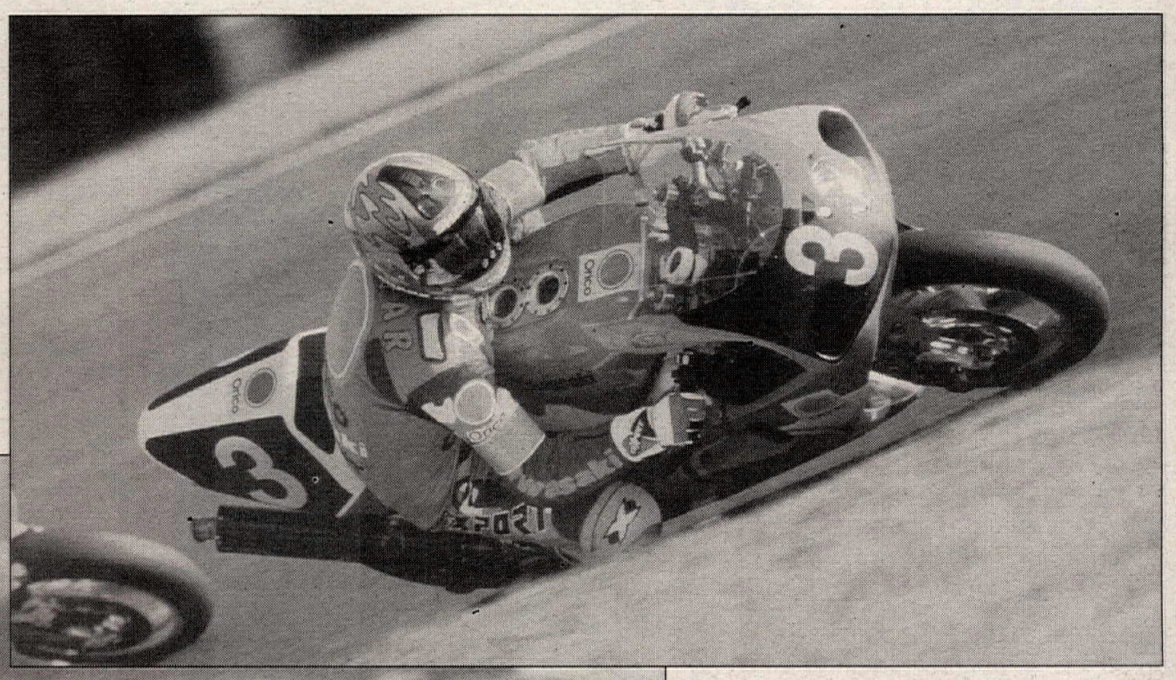
Texan Doug Polen teamed with Frenchman Eric Gomez to finish ninth on a Suzuki GSXR750. Polen struggled with handling problems throughout practice and qualifying, and was still sorting out the bike little by little during the race.

Like the factory Honda effort, the Suzuki program failed to net big results, but for different reasons. In practice and qualifying the Suzukis were consistently the slowest of the four factory teams by at least one second per lap, and in the race the Suzukis were not able to run one hour on a full fuel load. On top of the horsepower problem, the handling problems and the fuel economy problem, the lead Suzuki team of Scott Russell and Terry Rymer had to withdraw when their engine overheated and seized in the fourth hour.

The last time a Yamaha won the Suzuka 8-Hour was in 1990, when Eddie Lawson and Tadahiko Taira triumphed. Honda gave away the race that year by keeping Wayne Gardner out on the course too long, causing his RVF to run out of gas while he was leading comfortably.

The last non-Honda win was in 1993,

(Below) American Colin Edwards II and his teammate Noriyuki Haga won the Suzuka 8-Hour in front of 101,000 Sunday spectators. It was Yamaha's first Suzuka victory since 1990. (Right) Kawasaki's Simon Crafar and Anthony Gobert were just over one minute behind the winning Yamaha.



by Kawasaki's Scott Russell and Aaron Slight. Again, Honda gave that race away when Eddie Lawson and Mick Doohan crashed the top two Honda factory bikes.

This year's race followed the script of 1993, with the outcome determined not by clever race strategy or multibike battles for the lead, but rather by the lead actors crashing unexpectedly.

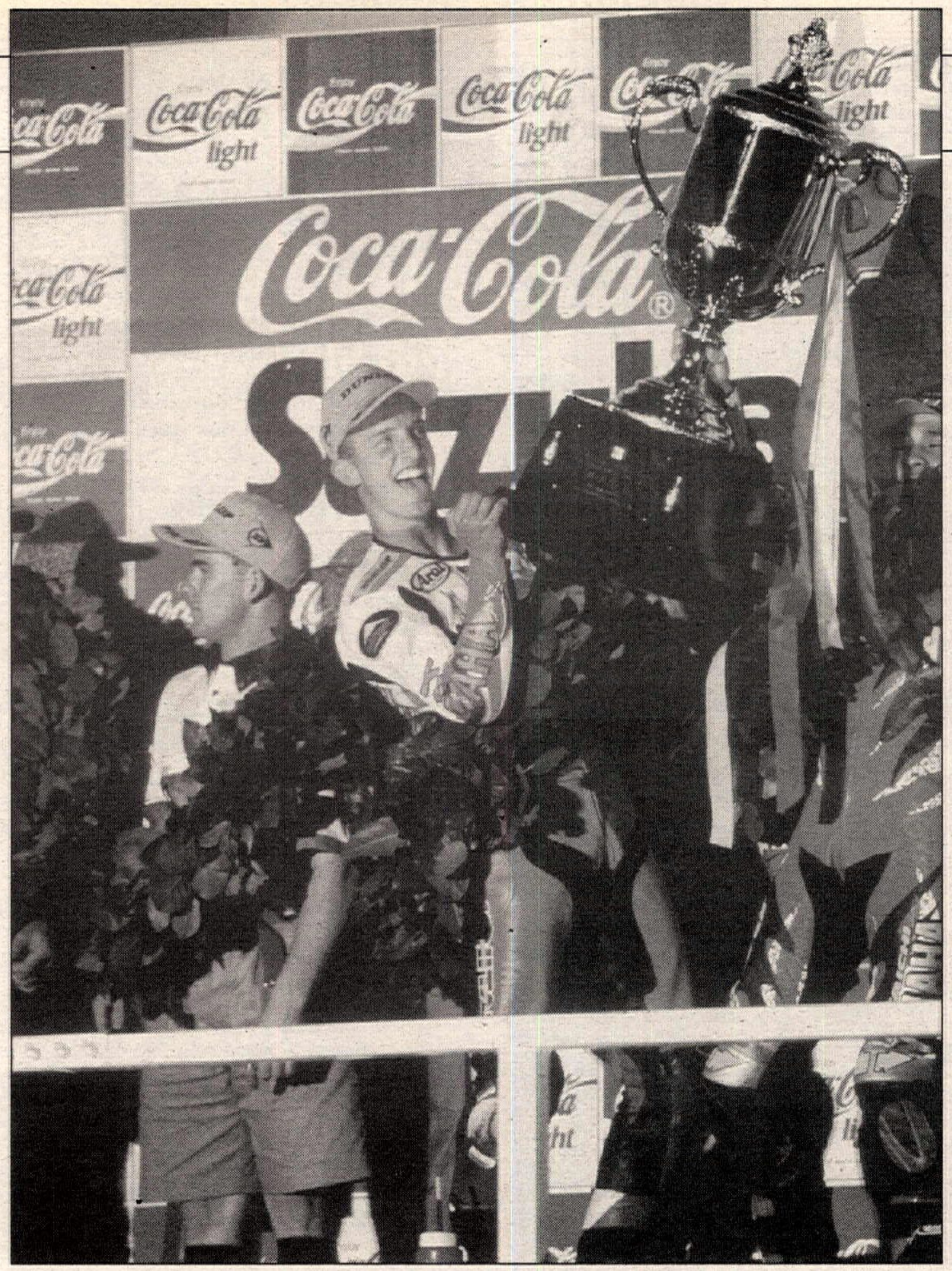
That, dear readers, is what happens with the pressure experienced in motorcycle racing's biggest show, the Suzuka 8-Hour.

Showtime was 11:30 a.m. for the 101,000 Sunday spectators, when 64 riders ran across the track for the Le Mans-style start. Okada jumped on the Honda that Aaron Slight qualified on the pole, and led into the first corner and onward for the remainder of his stint.

Gobert controlled second for the first four laps and was then passed by Takuma Aoki. Aoki had a terrible start and cleaved his way through the pack, setting the fastest lap of the race on lap three, a time of 2:11.600.

By lap 16 Gobert had succumbed to another factory Honda, this one being piloted by Shinichi Itoh. Two laps later Gobert was passed by Edwards, and two laps after that another factory Yamaha went around Gobert, this one being ridden by Kensuke Haga, the older brother of Edwards' teammate Noriyuki Haga.

"We were really down on power compared to the Hondas," Gobert said. "I would pass a Honda in the corner and they would get us going down the straightaway. It was sort of worthless to keep doing this thing over and over. We actually blistered a rear tire in the process. So we dropped off the pace a little bit, and from then on we just lost ground gradually, all day."



(Above) An exultant Edwards stands next to Gobert (left) on the victory podium.
(Left) Three-time and defending event champion Aaron Slight and his teammate Tadyuki Okada confer in the pits. Pole qualifier Slight crashed before the halfway mark, breaking bones in his foot and ending the team's race.

Okada built a six-second-plus lead by the time the first round of pitting started, just prior to the one-hour mark. Slight went out quickly and maintained the lead, albeit briefly.

Just after completing his first lap in the race, Slight's day came to an end at the beginning of the S-curves.

"I went around a backmarker, I went off line, and got high-sided," Slight said. "It's a problem we've had all week, and that's the track is very dirty."

Meanwhile, another factory Honda was in trouble at the chicane section, where Sotoshi Tsujimoto dumped the HRC-prepped RC45 he had just taken over from Itoh. After eight minutes in the pits Tsujimoto returned to the race in 50th position, and ultimately their team would finish 11th, five laps down.

Honda's Fogarty picked up the lead and held it until lap 41, when Noryiuki Haga passed the Honda on the back straightaway, going into the fast, left-hand 130R corner. A dozen or so seconds behind this duo was Simon Crafar, followed by an all-Japanese factory Kawasaki, and then a gap back to DuHamel and Rymer.

The second round of pit stops for the leaders began on lap 50. After the completion of these stops, Edwards still had the lead, but was being caught by Aoki. Aoki passed Edwards on the inside, going into the hairpin. It was the second and last lead change from a rider overtaking the leader out on the track.

"I rode my ass off trying to stay with him," Edwards said. "I just couldn't do it. He pulled, I think, 10 seconds or so on me."

The top teams pitted again during laps 77 through 80, and the race order remained the same, by motorcycle, with Fogarty in the lead, followed by Haga, Crafar, Akira Yamagawa on a factory Kawasaki and DuHamel.

Haga was able to slowly chip away at Fogarty's 13-second lead during this session, and kept the race interesting. But as far as attention-grabbing interest, Fogarty provided ample amounts when he crashed going into the hairpin, alone, just a few laps before he was scheduled to pit.

"I just tipped it in the corner, like I did the previous lap, and the front end just walked away from me," said the reigning World Superbike champion.

Fogarty was quickly on his feet, stared at the felled Honda for a few seconds, and then remounted the bike and quickly rolled it back to the pits.

Twelve laps later, the final Honda miscue occurred when Ukawa crashed the bike he shared with DuHamel. Ukawa was trying to overtake a backmarker, but the backmarker moved into Ukawa's line and both went down.

"A lot of the riders were being really unpredictable," DuHamel said. "Some would see the blue flag and they'd move over. The only problem is that usually you're already over there. They'd move into your path pretty fast. Unfortunately, Ukawa, my teammate, got caught by one of those guys. I think he saw the blue flag and moved out, but that was the racing line and he just came back in and nailed him. If it wasn't for that, for sure we would have been on the podium this weekend. But that's a part of racing."

The crashing by the top four Honda teams completely changed the race for everyone else, much to their liking. "I'd be lying if I said I was sad about it," Crafar admitted.

"I was looking for a really long, hard day - until Fogarty crashed," Edwards said. "Of course we changed strategy. We had like 30 seconds on Gobert and Crafar. When I got back on the bike, we pulled it out to about 40. Then Haga got on the bike again, and pulled it out to 50. Then I got back on the bike, rode

Bunch of baloney

"I can't really get into all this sort of nonsense, y'know what I mean?" Carl Fogarty exclaimed when asked for his feelings on the unique procedure of setting the grid for an eight-hour race by sending riders out for an "attack lap," where the top 30 teams send their riders out one by one for a warmup lap, a timed flying lap, and then a cool-down lap. "It's an eight-hour endurance race. I can't get into thinking that I've got to get on pole and all that. It seems to be a bit of a waste of time, really."

Scott Russell was even more to the point: "We don't give a s— about the special stage. That means nothing to me, or Terry, I think. It just doesn't matter."

The favorite going into the special stage was Anthony Gobert, who consistently headed the charts in practice and qualifying, as well as being the winner of the special stage at the 1995 Suzuka 8-Hour. This year Gobert was denied by his World Superbike rival, Aaron Slight, who turned in a stunning time of 2:10.386, not far from the Superbike lap record of 2:10.278 set by Katsuaki Fujiwara on a Kawasaki ZXR750 on November 11 of last year.

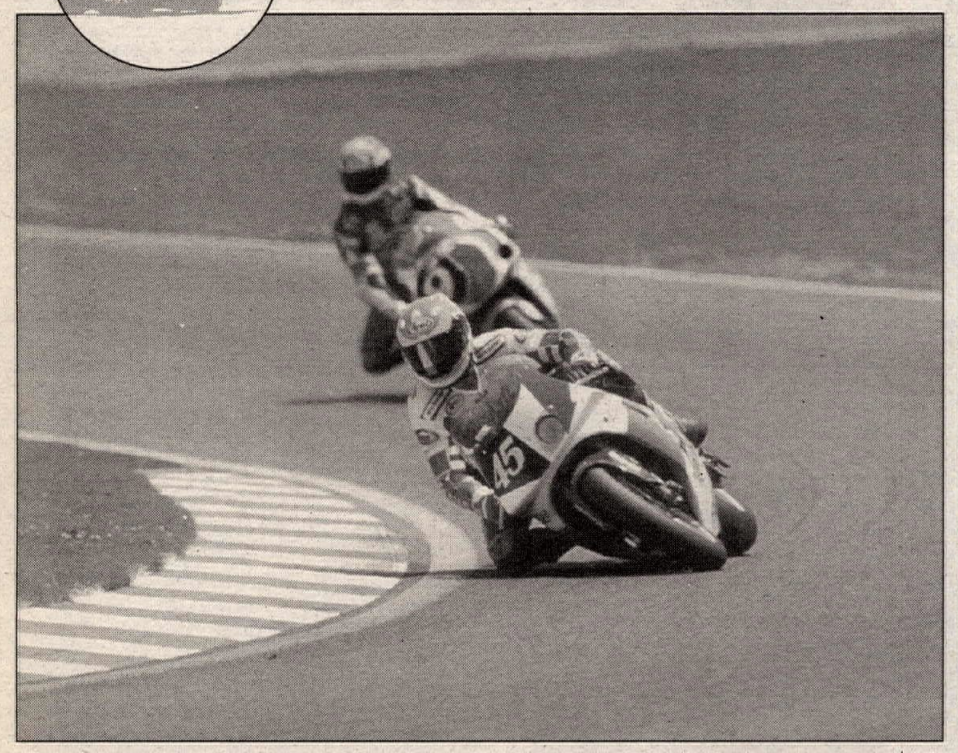
"That lap wasn't very quick," Slight claimed in the press conference. "I had a couple of points where it chattered. I think it could have been a little bit better, but that's all we needed, so I'm very happy."

Gobert came out of the special stage with the fifth-best time, being bettered by Slight's teammate Tadyuki Okada, Honda rider Shinichi Itoh, and Yamaha rider Kensuke Haga. The Australian star turned into a barroom lawyer in the press conference, making claims about lack of horsepower on the Kawasaki, Dunlop's forgetting to bring qualifying tires and poor track conditions that prevented him from bettering Slight's time. Slight was not amused by any of Gobert's explanations.

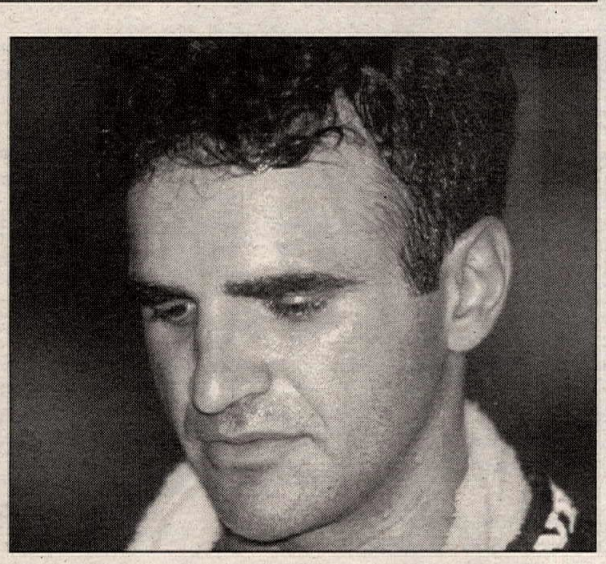
"I almost high-sided coming (out of Spoon Curve), and it affected the speed coming down the back straightaway," Gobert said. "But that wasn't the main problem. I was sort of a little bit easy in some of the corners. To be honest, I think that slide coming out onto the straight really affected our lap time. The Kawasaki has been quite a bit down on horsepower compared to the Honda and the Yamaha. And also this morning (in Slight's session), the track temperature was quite a bit lower than what it was (when I was out). Due to the heat, we were sliding around more than we expected, and we couldn't carry the corner speed we would have liked to, to do a high 9. I still feel it's possible to do a high 9 around here, and we'll just wait and see in the race."

Slight and Okada would start the Suzuka 8-Hour from pole position, followed by Itoh and Satoshi Tsujimoto, Toshihiko Honma and Kensuke Haga.

Round 4: Suzuka 8-Hour



(Above) The factory Suzuki team (9) consisting of Scott Russell and Terry Rymer trail Edwards. The team did not finish, the result of an engine seizure.
(Right) Toru Ukawa was teamed with Miguel DuHamel on a factory Honda. Ukawa crashed when a backmarker moved into his path and the team rode to an eighth-place finish.
(Below) The pit crew for World Superbike champion Carl Fogarty and teammate Takuma Aoki work on the bike. The team was leading when Fogarty crashed in the chicane; they finished third.



conservative, running 2:13s - I was just dead."

Gobert and Crafar were gradually being caught by the other factory Kawasaki of Yanagawa and Shinya Takeishi. Yanagawa whittled away on Crafar from laps 137 to 146. Takeishi tried to overtake Crafar on several corners of laps 146 and 147 with no success, but finally made the pass on lap 148 and pulled out a four-second advantage on Crafar by the time the top teams started pitting again, during laps 159 to 161.

During the final two hours the running order was largely constant, with Edwards/Haga in front, unchallenged, followed by the Kawasakis of Yanagawa/Takeishi and Gobert/Crafar. Fogarty/Aoki were fourth, still on the lead lap, primarily due to Aoki's determination. The third factory Kawasaki of Shoichi Tsukamoto and Akira Ryo was fifth, a lap down from the leaders, yet a lap ahead of the sixth-place Lucky Strike Suzuki of Katsuaki Fujiwara and Keichi Kitagawa. Another lap behind were the Aoki brothers, Nobuatsu and 125cc GP world champion Haruchika, on a semi-factory Honda RC45.

The last significant change in the running order happened 12 laps from the end, when the second-place Kawasaki had to pit for front brake problems. The team rejoined the race in fifth place and gave Kawasaki the noteworthy honor of being the only brand which had every factory bike finish the race, in the process taking three out of the top five spots. Even three out of the four semi-factory Kawasakis finished the eight hours.

"Winning is the only reason why I came here," Edwards said after the race. "It's been a long week. We've been putting in the times when we needed to. We knew today was going to be tough, but we had luck on our side."

Indeed, Lady Luck does seem to be on Yamaha's side at Suzuka this year, as she has seen fit to bless Yamaha's Colin Edwards, Noriyuki Haga and, early in the year, Norifumi Abe with their first victories in international competition. CN

Suzuka 8-Hour
Suzuka City, Japan
Results: July 28, 1996 (Round 4 of 5)

QUALIFYING: 1. A. Slight/T. Okada (2:10.386); 2. S. Itoh/S. Tsujimoto (2:10.707); 3. T. Honma/K. Haga (2:10.761); 4. A. Gobert/S. Crafar (2:10.834); 5. C. Fogarty/T. Aoki (2:10.862); 6. C. Edwards II/N. Haga (2:11.013); 7. S. Tsukamoto/A. Ryo (2:11.045); 8. K. Fujiwara/K. Kitagawa (2:11.621); 9. A. Yanagawa/S. Takeishi (2:11.877); 10. W. Yoshikawa/N. Fujiwara (2:11.901); 11. S. Russell/T. Rymer (2:11.969); 12. M. DuHamel/T. Ukawa (2:12.198); 13. K. McCarthy/J. Reynolds (2:12.332).

RACE: 1. C. Edwards II/N. Haga (Yam) 214 laps; 2. A. Gobert/S. Crafar (Kaw) 214; 3. C. Fogarty/T. Aoki (Hon) 213; 4. S. Tsukamoto/A. Ryo (Kaw) 213; 5. A. Yanagawa/S. Takeishi (Kaw) 211; 6. K. Fujiwara/K. Kitagwa (Suz) 211; 7. N. Aoki/H. Aoki (Hon) 211; 8. M. DuHamel/T. Ukawa (Hon) 210; 9. D. Polen/E. Gomez (Suz) 209; 10. K. McCarthy/J. Reynolds (Suz) 209; 11. S. Ito/S. Tsujimoto (Hon) 209; 12. T. Serizana/T. Hamaguchi (Suz) 208; 13. Y. Takahashi/T. Kimura (Kaw) 208; 14. K. Takahashi/Y. Kondo (Yam) 206; 15. S. Nakatani/S. Imai (Kaw) 206; 16. Y. Sugai/H. Noda (Hon) 206; 17. K. Akiyoshi/T. Yamaguchi (Suz) 205; 18. S. Emmett/K. Hasegawa (Yam) 205; 19. K. Sato/N. Tomita (Hon) 205; 20. O. Nishijima/H. Izutsu (Kaw) 204.

Time: 8 hr., 2 min., 6.441 sec.
Distance: 214 laps, 777.989 miles.
Average Speed: 96.825 mph.
Margin of Victory: 1 min., 9.595 sec.
Fastest Lap: Takuma Aoki, 2:11.600, lap 3.

Final Round:
Round 5 - Paul Ricard, France, September 15

Briefly...

Colin Edwards II and **Noriyuki Haga** received 10 million yen (about $100,000) for winning the Suzuka 8-Hour, plus 200,000 yen ($2000) starting money and 400,000 yen ($4000) for qualifying sixth in the special stage. **Anthony Gobert** and **Simon Crafar** received 2 million yen ($20,000) for finishing second, plus 200,000 yen starting money and 500,000 yen ($5000) for qualifying fourth. **Carl Fogarty** and **Takuma Aoki** received 1 million yen ($10,000) for finishing third, 200,000 yen starting money and 450,000 yen for qualifying fifth. **Aaron Slight** and **Tadyuki Okada** received 1 million yen for winning the special stage, plus 200,000 yen starting money.

All of the top 30 received 200,000 yen **starting money**, while the 31st through 60th teams received 100,000 yen starting money. So, a team that would qualify 26th through 30th would receive approximately $4,000 in qualifying money, starting money and prize money, an amount equal to what Allesandro Gramigni received for winning the last AMA Superbike National, held at Brainerd.

For the first time since 1990, Japanese television broadcaster NHK did not carry the **Suzuka 8-Hour** live. The race was **pre-empted** for coverage of the Olympic games from Atlanta.

There were no Ducatis at this year's 8-Hour, factory-backed or privately entered. Nevertheless, there was a twin-cylinder machine in the race - a Yamaha TRX850 ridden by **Tadahiko Taira** and **Christian Sarron.** The bike was prepared by Yamaha, although not through the racing department, and was sponsored by Marlboro. The model is proving to be quite popular in Japan and various world markets, and Yamaha felt that entering one in the Suzuka 8-Hour would boost the bike's image as a real sportbike. Taira and Sarron, who teamed together in the 1986 8-Hour, qualified 53rd and finished 24th on the twin-cylinder Yamaha.

All three of the factory **Kawasaki ZX7RR** entries had gear-driven-cam engines, and all three finished in the top five.

The factory Honda RC45s had VIS, or **Variable Induction System**, on the throttle bodies. This was a system Honda developed for Formula One car racing and used on the V-12 engines supplied to McLaren in 1991 and '92. The system can change the length of the intake tracts from long to short when the engine speed exceeds a certain preprogrammed value, thereby broadening the spread of power. VIS may be standard equipment on the 1997 RVF/RC45.

The **Suzuki World Superbike** team had trouble right from the start, when their machine refused to fire on the Le Mans-style start. "I reckon we had the dry ice on the tank too long, and the fuel was that cold, and it wouldn't fire up," said starting rider Kirk McCarthy. "I was dead last as we took off, got going, I was trying to come through, and I lost the front down in the chicane and crashed it on about the fifth lap. The engine was good up until about the fifth hour. Then it went real flat. I'm not sure if it swallowed something when I tossed it or what, but, yeah, when you pull it (the throttle) to the stop, it just wouldn't spin up. It would just *crawl*."

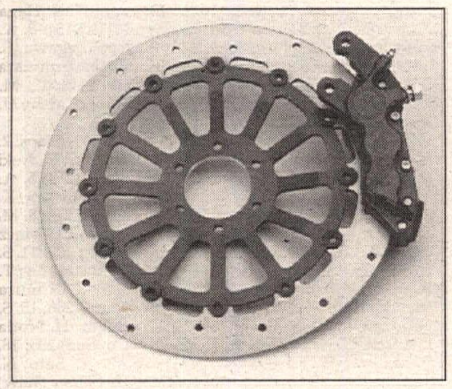
Shoei introduced its new racing helmet at the Suzuka 8-Hour, called the X-8 SPII. This helmet was used by **Miguel DuHamel**, **Scott Russell** and **Terry Rymer**, and is claimed to be 10 percent lighter than the old X-8 SP, and 20 percent better for aerodynamics. The most visible difference between the X-8 SP and the SPII is the venting. The forehead vents have been moved farther back so that they remain exposed when the rider is fully tucked in behind the windscreen, and the size of the vents has been increased. When the helmet is officially released in the United States, expect a retail price of around $470 for white. A DuHamel replica will also be offered.

The Honda ridden by Carl Fogarty and Takuma Aoki was sponsored by Castrol, as was the Honda of Aaron Slight and Tadyuki Okada. The Honda of Shinichi Itoh and Satoshi Tsujimoto was called **Team TRF**, and was part of a deal Honda made with a Japanese pop music group TRF - Honda gave TRF exposure and signage on the bike, in exchange for TRF writing and recording some music for Honda. The Honda of DuHamel and Ukawa was all black and featured Valkyrie across the side in big, bold yellow graphics. When DuHamel and Ukawa were on course during their special stage "attack laps," the Suzuka Circuit announcers played "Ride of the Valkyries" in the background.

The **Honda Firestorm**, a large-displacement twin-cylinder sportbike, was not displayed at the Suzuka 8-Hour, contrary to what the rumor mill had been predicting for months. Honda did have the CBR1100XX Super Blackbird on display, along with the 1997 NSR500V, RS250R and RS125R road racers. The RS250R had the same ram-air intake system used on the works NSR250, and an engine designed for running unleaded racing fuels. The engine has also been modified to include the balance shaft inside the crankcase, thereby eliminating an oil seal. The RS125R received new bodywork that is claimed to be more aerodynamic.

The Suzuka 8-Hour is well known for famous racers and **glamorous umbrella girls**, but the private #69 Yamaha "Crazy Ducks" team gained notoriety by hiring two Japanese adult-film actresses as umbrella girls. The two wore two-piece, white, frilly outfits that showed off their ample tops as well as, it must be said, their ample bottoms. Part of their contract to appear with the team was to strip naked in the pits, if the team finished. Alas, while the team did take the checkered flag, they failed to complete the prescribed number of laps and were officially scored as non-finishers. The highly anticipated appearance by the two actresses never happened; presumably they fled midrace back to Tokyo's night-life district, Shinjuku. No doubt the team's two riders had a doubly frustrating day.

NEW PRODUCTS

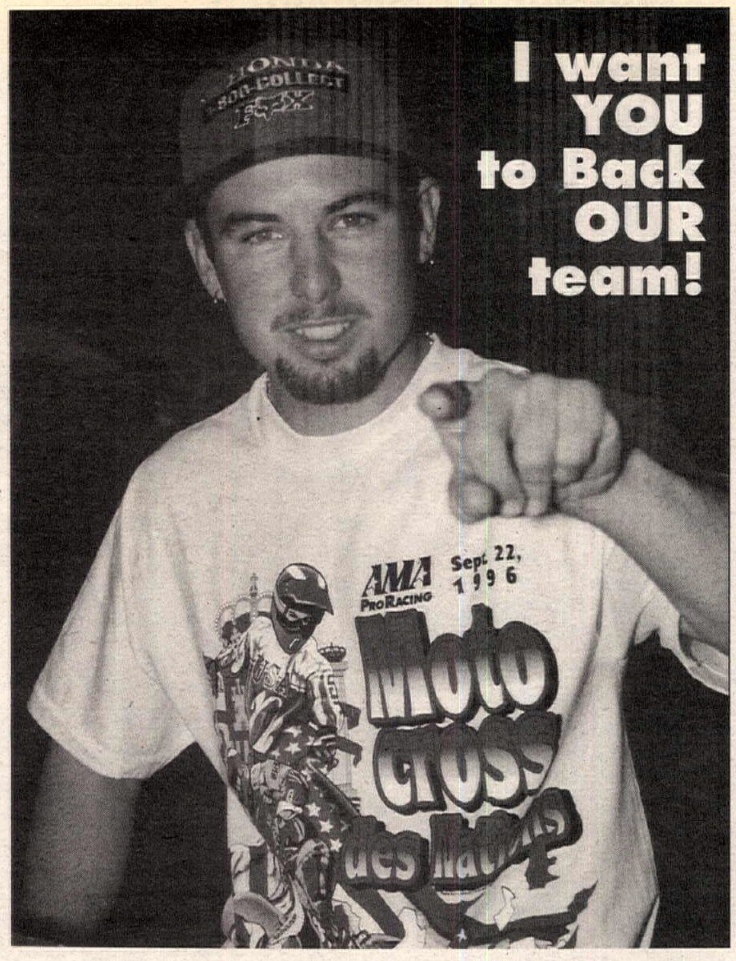


HIGH-PERFORMANCE BINDERS

Performance Machine has developed a new line of **ultralight racing calipers and discs**, which it claims provide the best stopping-power-to-weight ratio available from a non-carbon brake system. A product of 25 years of development, the hard-anodized caliper housings contain ultralight aluminum pistons and Mannson titanium fasteners. Three new racing calipers are available: a 112X6 (superlight) six-piston, 125X6 (superbike) six-piston, and a 137X4 differential-bore four-piston caliper. All units are approximately 20 percent lighter than standard calipers. The racing discs feature radiused lightening holes, ultralight, hard-anodized aluminum carriers and floaters with loss-proof spiral stainless-steel lock rings. They are available in sizes ranging from 280-320mm. All calipers and discs are designed to fit most modern sport and race bikes. Pricing for the calipers starts at $495 for the six-piston units and $395 for the four-piston units. The discs start at $398. For more information, contact Performance Machine, Dept. CN, P.O. Box 1739, Paramount, CA 90723, 310/634-6532.

ELF GETS SLICK

Elf Lubricants has expanded its line of synthetic lubricants to include **ELF MOTO XT4** and **ELF MOTO XT2** racing oils. XT4 is a multigrade, 100-percent-synthetic four-stroke oil that is claimed by the manufacturer to possess exceptional film strength that protects against piston seizure and maintains a highly stable viscosity. XT2 is engineered for two-stroke engines. The smokeless lubricant has been awarded a JASO FC rating for gas and particulate-matter emission. It is claimed to feature excellent thermal stability and has the the ability to withstand high engine speeds and maintain oil-film integrity over extended periods. Suggested retail price is $12.95 per liter for XT2, $11.70 per liter for XT4. For more information, contact ELF Lubricants North America Inc., Dept. CN, 5 North Stiles St., Linden, NJ 07036-0001, 908/862-9300. CN



Motocross des Nations Jerez, Spain 1996

Item	Circle Size(s)	Price	Quan.	Totals
T-shirts	S, M, L, XL, XXL	$15		
Kids T's	XS, S, M	10		
Team USA Die-cut Sticker		2		
			Subtotal	
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Please allow 30 days for delivery			**Amount Enclosed**	

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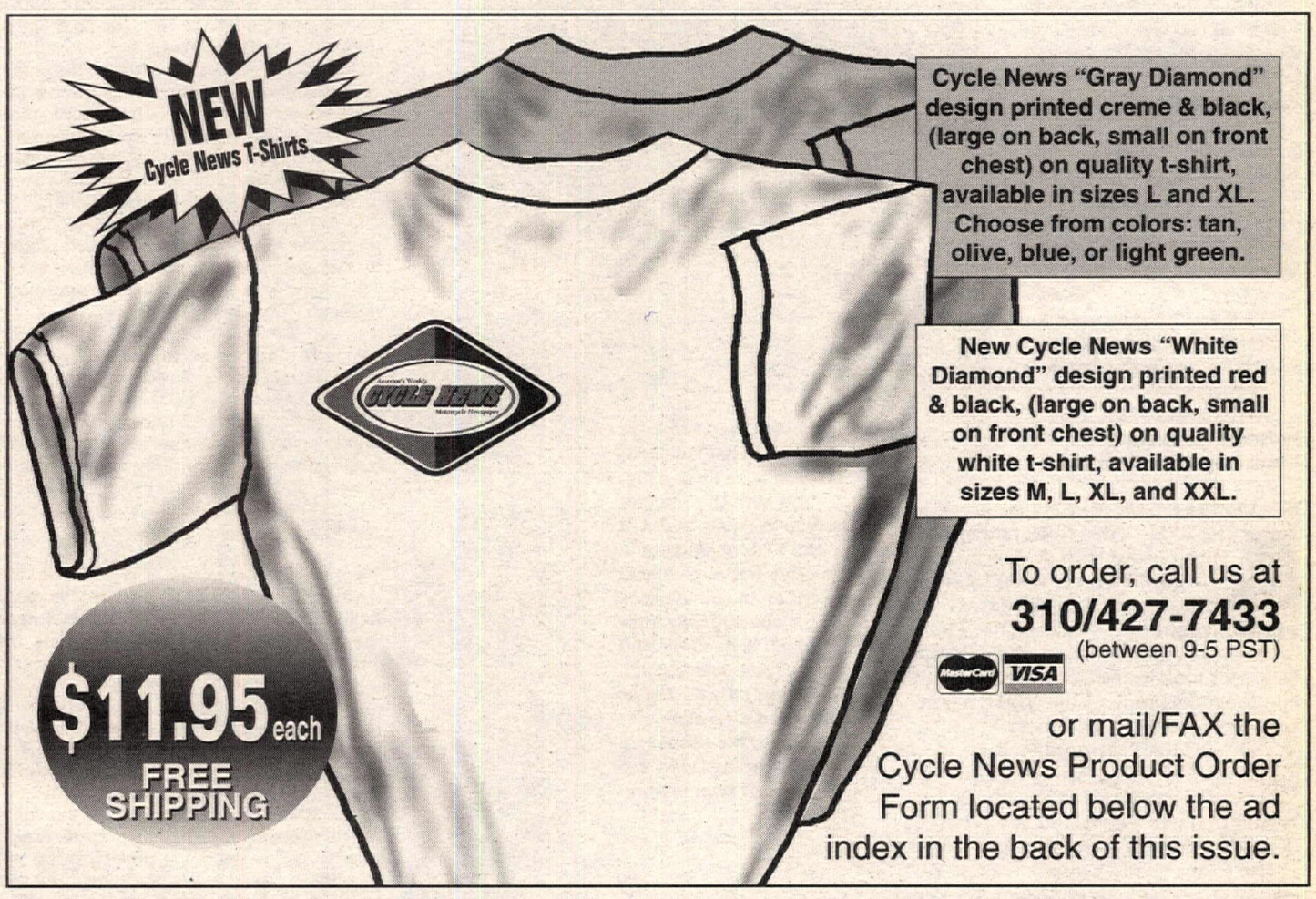
33 Collegeview Rd., Westerville, OH 43081
Remittances are NOT tax deductible as charitable contributions.



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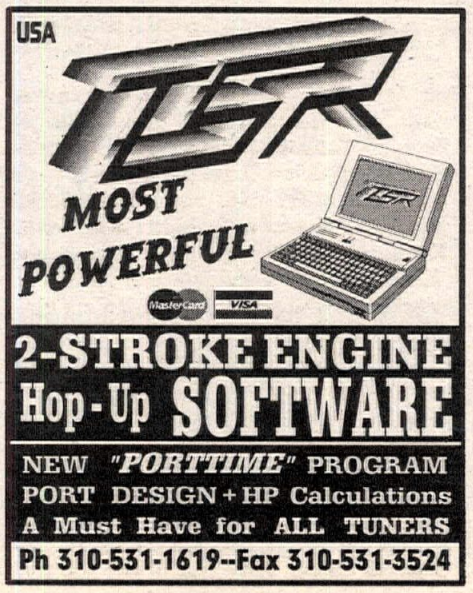
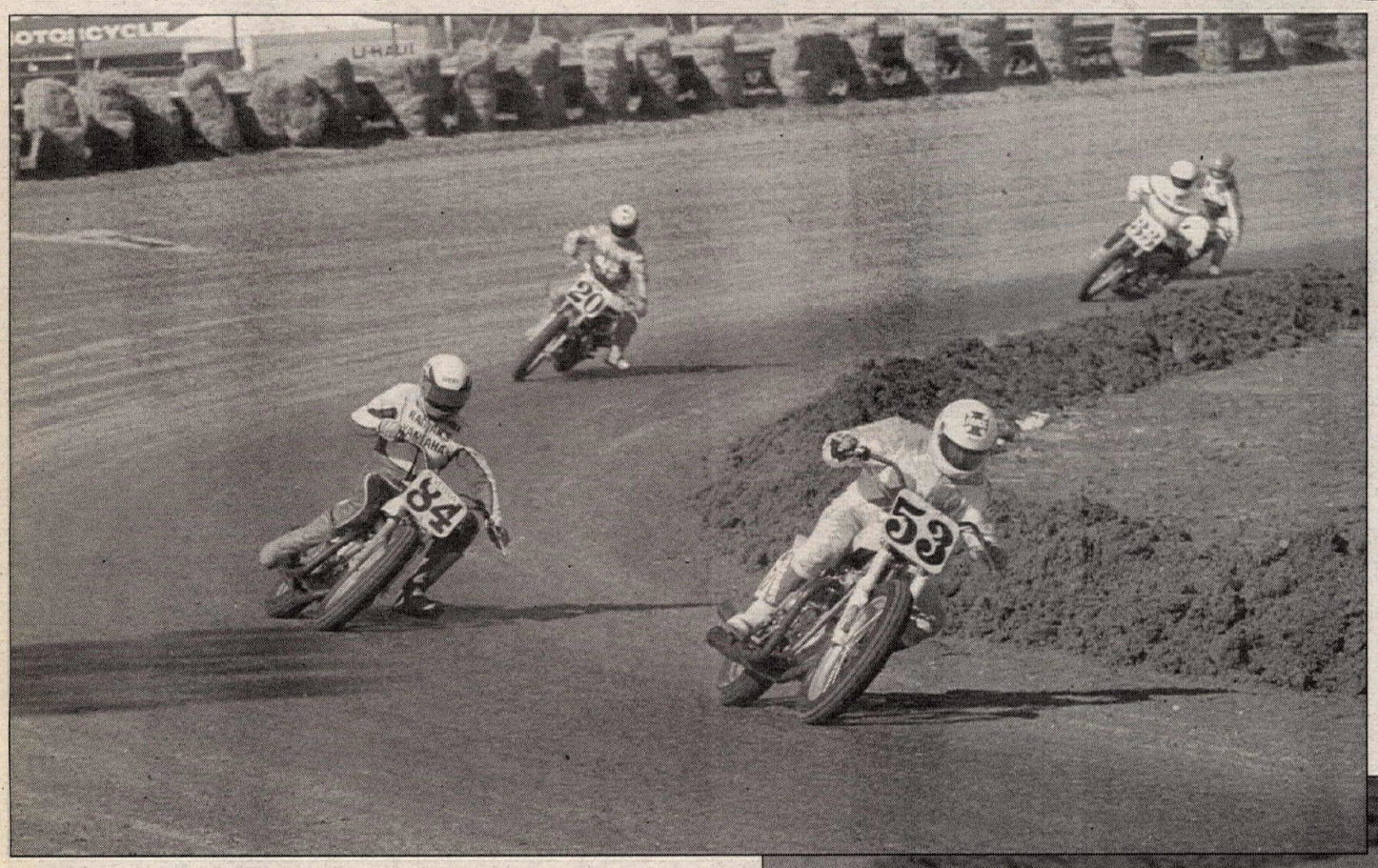


Round 14: State Fair Speedway

A blast from the past



By Scott Rousseau
Photos by Dan Mahony

OKALHOMA CITY, OK, JULY 28

After today's dirt track heroes battled it out for AMA Grand National glory at Oklahoma City's State Fair Speedway on Saturday night, the Vintage Dirt Track Racing Association turned back the clock as it took to the same grooved half mile for round nine of the VDTRA Vintage Classics Dirt Track Series.

The VDTRA National, which also hosted an AMA Pro-Am race, drew in excess of 100 riders, but it was the 20-lap Open Pro Twin event and Iowa-based Rick Fiscel who took center stage.

The 36-year-old Iowan was never headed after he passed a soft-spoken but hard-charging Mike Ragan on the second lap and then fought off a strong challenge from Ragan through the middle to late stages of the main event before cruising to victory on his Bill Rimenschneider-built R&D Racing Trackmaster Triumph 750 after Ragan's Shell Yamaha 750 expired on the 15th lap. Iowa's Matt George brought the Max Leathers Harley-Davidson XR750 home in third after experiencing severe clutch slippage right from the start of the feature.

There was some confusion as to whether the Open Pro Twin main event was slated to go the full 20 laps or whether it was shortened to just 10 when the nine-rider field left the line. Ragan grabbed the holeshot with Fiscel in tow while George, who had been sent to the penalty line for jumping the start, got a flyer of a start and was quickly parked on Ragan's rear wheel as the field entered turn one. As they slid off turn two, however, George's chances for victory slipped away as quickly as his clutch, and he soon found himself behind Triumph-mounted Kurtis Taylor, Eric Bland, and John Fike.

Up front, Fiscel slipped under Ragan in turns one and two to lead lap three, and the two riders quickly established a torrid pace that would put them far ahead of the rest of the field. Bland was the first rider to fall out of the race as he limped off the track with a flat rear tire.

Further back in the pack, George was somehow managing to keep his machine driving forward as he shot by Fike in turn one to grab the fourth spot behind a flying Taylor. The two riders then hooked up and freight-trained around the groove, with George making several attempts at Taylor in turns three and four only to lose ground in one and two.

Ragan turned up the heat on Fiscel just past the halfway point and actually appeared as though he might retake the lead, but he was all done five laps later when his motor let go.

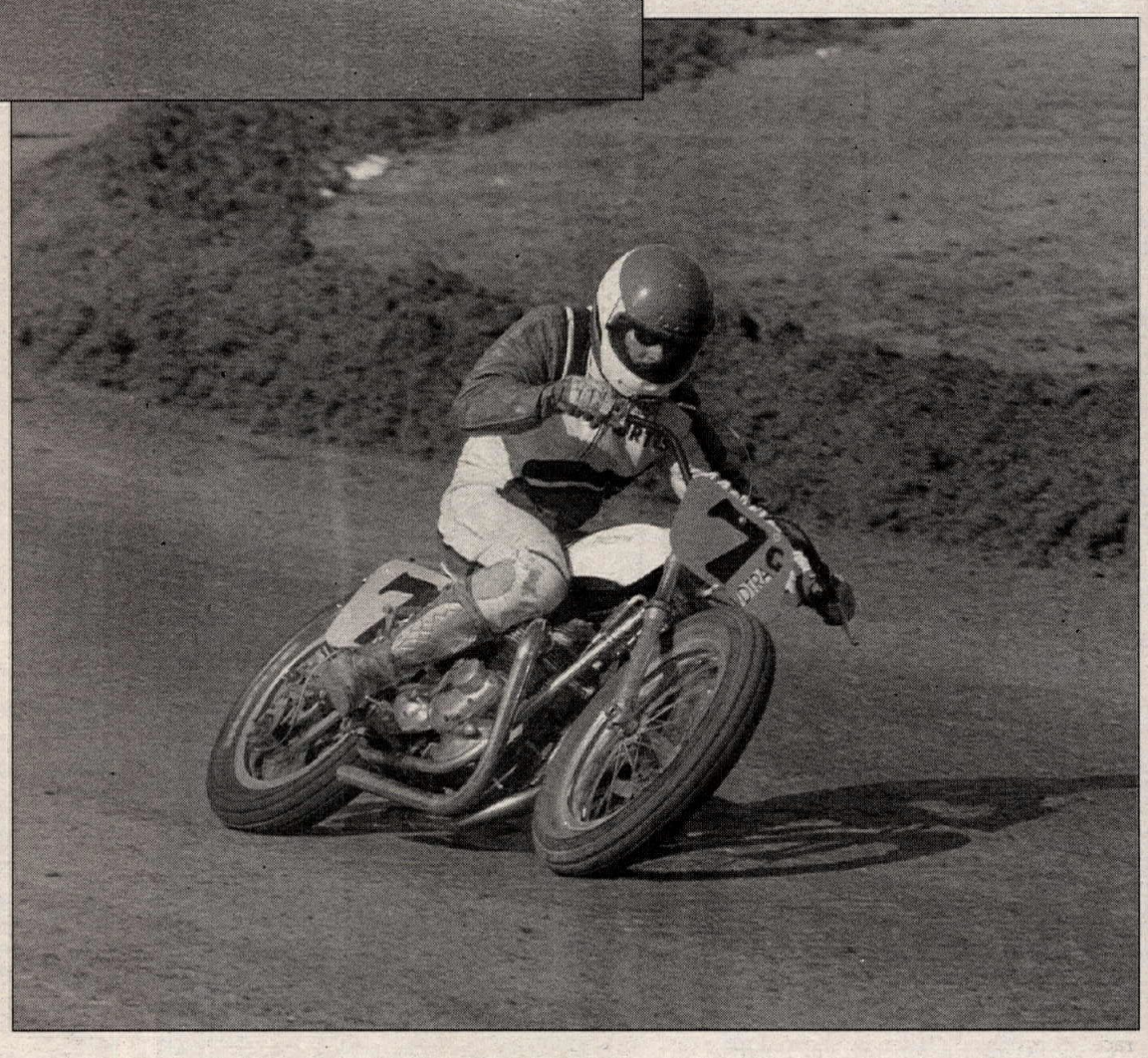
"I don't know if the top of the piston came off or what," a disappointed Ragan said. "I think I had him covered, but we just ran out of power."

Ragan's demise meant that Taylor and George had inherited the second and third positions, and though they were over a straightaway behind the flying Fiscel, their battle raged on with George attempting first an outside and then an inside pass for second on successive laps. But Taylor's machine was running flawlessly, and he was finally able to stretch out a comfortable advantage to secure second place at the checkered flag.

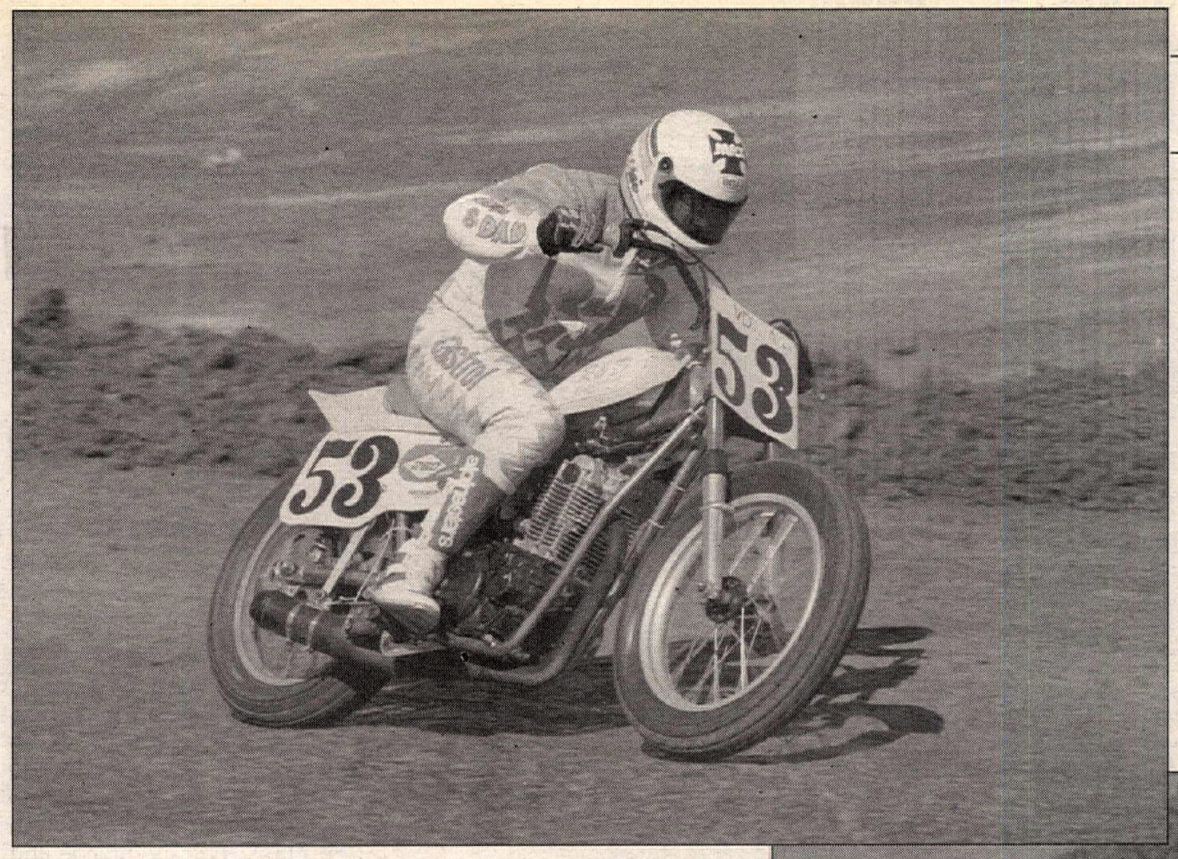
"I didn't see anybody back there for a while," Taylor said. "But he snuck up on me while I was trying to conserve my energy. Those guys up front were long gone. Then I looked back and saw a shadow behind me. I started running it in a little deeper and figured out how to get through one and two a little better. Then he wasn't there anymore."

There was no catching Fiscel, who now had a three-quarter-lap lead on second place by lap 16 and was able to roll out of the throttle and cruise the final four laps to victory. Fiscel admitted later that he could hear Ragan behind him for much of the race.

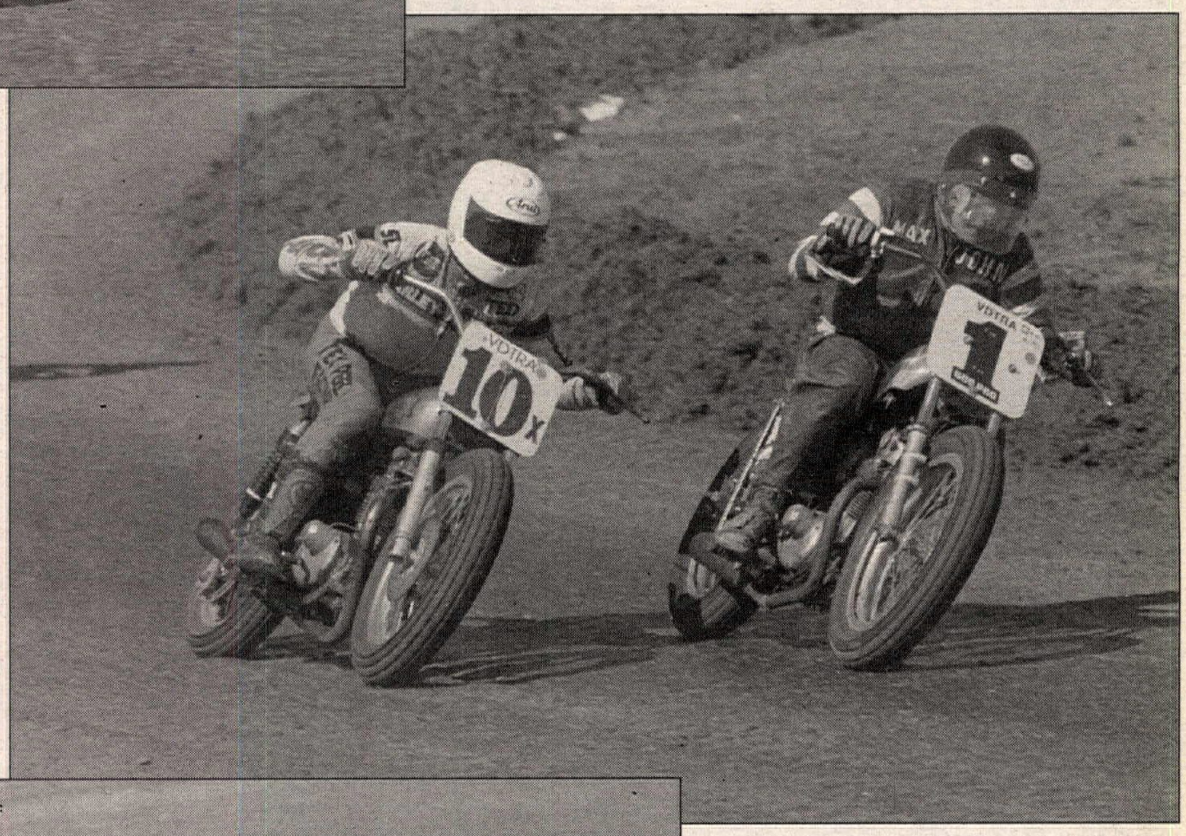
"I was running at three-quarter throttle to save the motor and the tires, and myself," Fiscel said. "But then he started tightening it up, so I ran it wide open for



(Above) Open Pro Twin winner Rick Fiscel (53) leads Mike Ragan (84) and Matt George (20) early in the main event at the VDTRA Oklahoma City National. Fiscel went on to win the race by a country mile after Ragan suffered mechanical ills. (Right) Kurtis Taylor throttled a Trackmaster Triumph to the runner-up spot in the Open Pro Twin feature.



(Left) Fiscel was unstoppable at Oklahoma City, scoring a convincing victory in the 600cc Pro class to post two wins for the day.
(Below) VDTRA 600cc Pro-class champion John Fike (1) battles side by side with Steve Nichols (10X), the latter on a Johnny Isaacs-tuned TPR BSA, in the 600cc Pro class.



about three laps. Man, that was fun. We're going for that number-one plate this year."

George limped home third with a consistent-running Fike nearly catching him in the closing laps before settling for fourth. Eddie Baldizan was fifth.

"I knew right when I left the start that the clutch was going to give me trouble," George said. "I don't think that I could have won it, but I think that I could have run with those guys if I'd gotten off the line with them and the thing was working. But I was still having fun in three and four."

Fiscel's Pro Twin victory was not his first of the day as he previously led the 600cc Pro event from start to finish aboard his Star-framed Yamaha single, besting Jim Strome and Roger Sterling for the top spot on the podium. Fiscel never appeared to let off even though he had built up a tremendous lead in the 10-lap event and took the win by half a straightaway.

"We've been doing well with this bike," Fiscel said. "We won Indy, Casper, Wyoming, and Cambridge, Minnesota. "My guys were giving me signals, telling me that I had a huge lead. Once they threatened to pick up a rock and throw it at me to slow me down, I got the idea."

Fifty-eight-year-young Fred Schritt made the trek from Grand Island, Nebraska, and powered his show-quality Trackmaster Triumph to a convincing victory in the Masters class. Schritt slid his machine past Dave Barkley in the opening stages of the race and then went on to finish ahead of a pair of Yamahas ridden by Frank Guinn and Randy Whitesides.

"I didn't fall off," Schritt said. "I'm leading the points, so I had to win. There's another guy who is about 10 points behind me. I knew I had to ride or fall off. I want that number-one plate."

Along with the win, Schritt had one of the better bench-racing stories to tell as well.

"After my race, a guy walked up to me and congratulated me on a good race," Schritt said. "Then he showed me a couple things to do to make my bike better. It turned out it was Terry Poovey."

When AMA Grand National team owner and Honda dealer Bill Snyder isn't building trick RS600 short trackers or tinkering with his experimental Honda Hawk-powered GNC machine, he can be found with his leathers and helmet donned as he competes in the VDTRA two-stroke classes with a fleet of Bultaco Astros. Snyder had a good day at Oklahoma City, bagging the Senior-class title aboard one of his 360cc machines. Snyder diced early with J.C. Clark and then wicked up the throttle and disappeared into the sunset to claim the win by several lengths on the Spanish machine.

"I got a fairly good start," Snyder said. "J.C. was right there, but he went higher on the groove and I stayed down low. That particular Bultaco was raced three times today."

So why not ride a Honda? Snyder offered a simple, historical perspective.

"I was the last Bultaco dealer in the United States," Snyder said. "Besides, camaraderie (not winning) is what this racing is all about. Being a participant is more important than being a contestant."

Jac Donald bested the largest vintage class of the day, the Open Twin Amateur division. Donald powered his Yamaha off the line ahead of 11 other riders in the eight-lap feature and kept the hammer down all the way to the checkered flag, finishing ahead of Jim Strome and Roger Sterling.

"I didn't look back," Donald said. "I never do until it's over."

Mike Mendenhall beat VDTRA President Mike Zbrozek to the line to claim fourth place. CN

(Below) Gerald Jessup (44) piloted a clean, early Mert Lawwill-chassied XR750 to victory in the Masters Pro class. The 62-year-old Texan is the reigning VDTRA Dinosaur-class champion.

State Fair Speedway
Oklahoma City, Oklahoma
Results: July 20, 1996 (Round 14 of 22)

OPEN PRO TW: 1. Rick Fiscel (Tri); 2. Kurtis Taylor (Tri); 3. Matt George (H-D); 4. John Fike (BSA); 5. Eddie Baldizan (Yam).

600 PRO: 1. Rick Fiscel (Yam); 2. Jim Strome (Yam); 3. Roger Sterling (BSA); 4. Steve Nichols (BSA); 5. Bill Walker (Yam).

250 PRO: 1. Bill Walker (Yam); 2. Bill Snyder (Bul); 3. Eddie Baldizan (Yam); 4. Eddie Cook (Yam); 5. Steve Nichols (Yam).

MSTR PRO: 1. Gerald Jessup (H-D); 2. Steve Boggs (Yam); 3. Bill Burr (Yam); 4. Lee Parker (Yam); 5. John Varbel (Yam); 6. Clark Beal (Yam).

SR: 1. Bill Snyder (Bul); 2. J.C. Clark (Yam); 3. Tommy Key (Yam); 4. Joe Blackwell (Yam); 5. Bob Loucks (Bul).

OPEN TW AM: 1. Jac Donald (Yam); 2. Kevin Whitesides (Yam); 3. Mike Mendenhall (Yam); 4. Mike Zborzek (Tri); 5. Reggie Barkley (Yam).

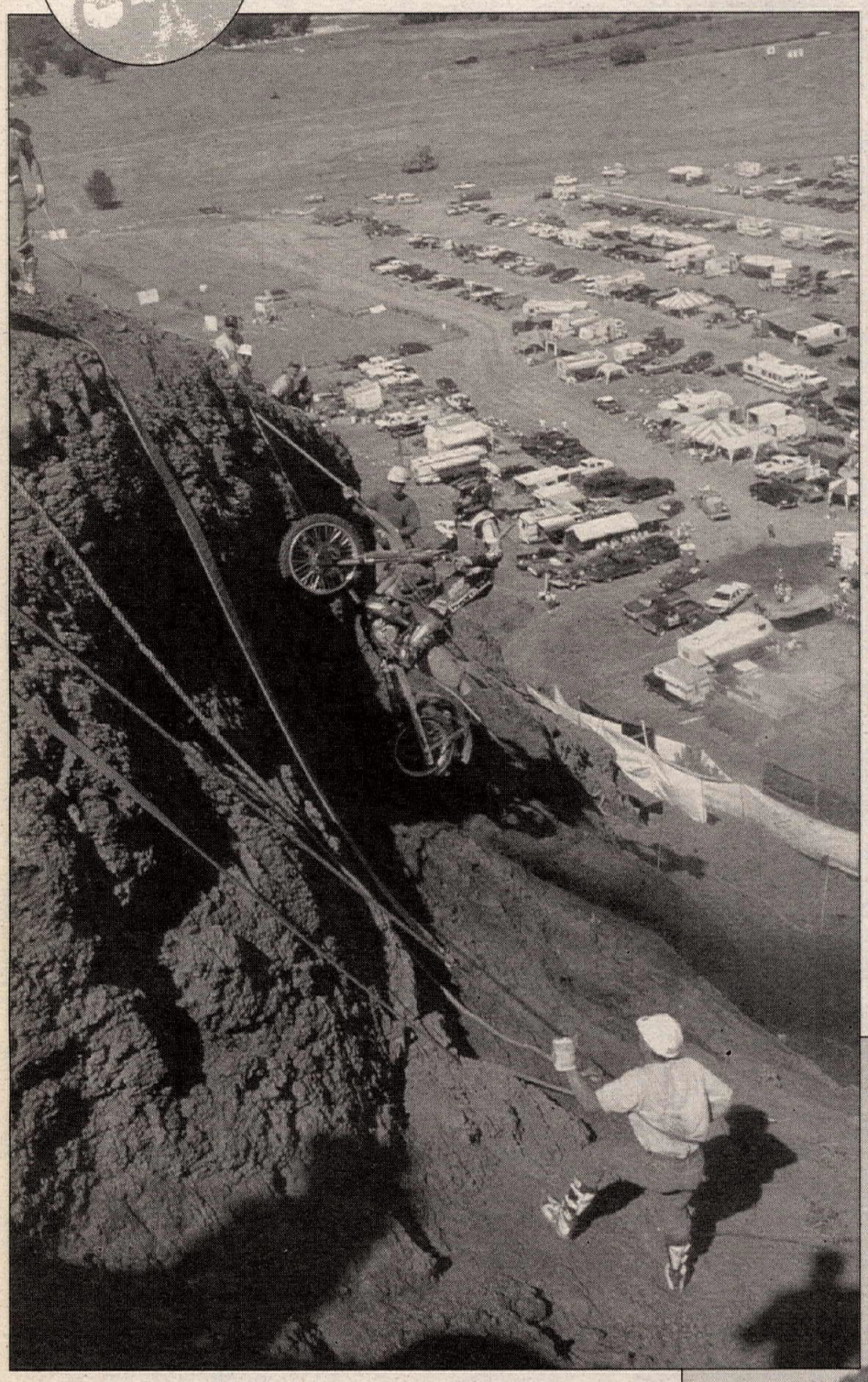
MSTR AM: 1. Fred Schritt (Tri); 2. Frank Guinn (Yam); 3. Randy Whitesides (Yam); 4. Dan Maloney (Hon); 5. Dave Barkley (Yam).

600 VINT AM: 1. Kevin Whitesides (Yam); 2. Russell Briggs (Bul); 3. Ray Haines (Bul); 4. Mike Meyer (Yam); 5. J.C. Clark (Yam).

250 VINT AM: 1. Robert Snyder (Bul); 2. Randy Hale (Bul); 3. Ray Haines (Bul); 4. Frank Guinn (Yam); 5. Jim Henry (Yam).

Upcoming Rounds:
Round 15 - Sturgis, South Dakota, August 10
Round 16 - Stockton, Kansas, August 12-13

Billings Motorcycle Club



Beer busts out in Billings

By Karel Kramer/Dirt Rider

BILLINGS, MT, JULY 27-28

It was a great year for local riders at the Billings Motorcycle Club's annual Miller-sponsored feature hillclimb. Much to the delight of the partisan crowd of over 15,000, two of the top three money winners were locals who fought off challenges of better-known, higher-ranked riders from California and Utah. Hard-rock miner Dusty Beer from neighboring Columbus utilized a 1996 KTM 550 and his trusty four-cylinder Kawasaki to devastating effect and took home top cash. His $3000 for the two days made him the most successful rider at the event.

North American Hillclimber's Association number-one plate holder Travis Whitlock of Utah was the big winner in 1995, but he returned to manage the family body shop $2600 richer this year. Billings resident Dave Johnston was another rider to fend off the out-of-staters. He topped both tire classes and placed well in the unlimited classes to accrue $2550 for the weekend. Both Whitlock and Johnston used Honda CR500Rs and radical off-road chassis with 1100cc four-cylinder engines. Whitlock uses Yamaha FJ1100 power while Johnston employs a Suzuki GSXR1100 powerplant.

Brent Mace from Medicine Hat, Alberta, Canada, was consistent in every class to earn $1425. The other traditional threats are from multigeneration hillclimb families. Pro-Circuit-sponsored Robie Peterson (NAHA #2) earned one win and $1025, while FMF-sponsored brother Mel Kimball and Kenny Kimball were right on the verge of major success in each class. Ron Zundel from Laurel Montana nabbed $1280 and Neil Payne ($750) from Canon City, Colorado, had good weekends.

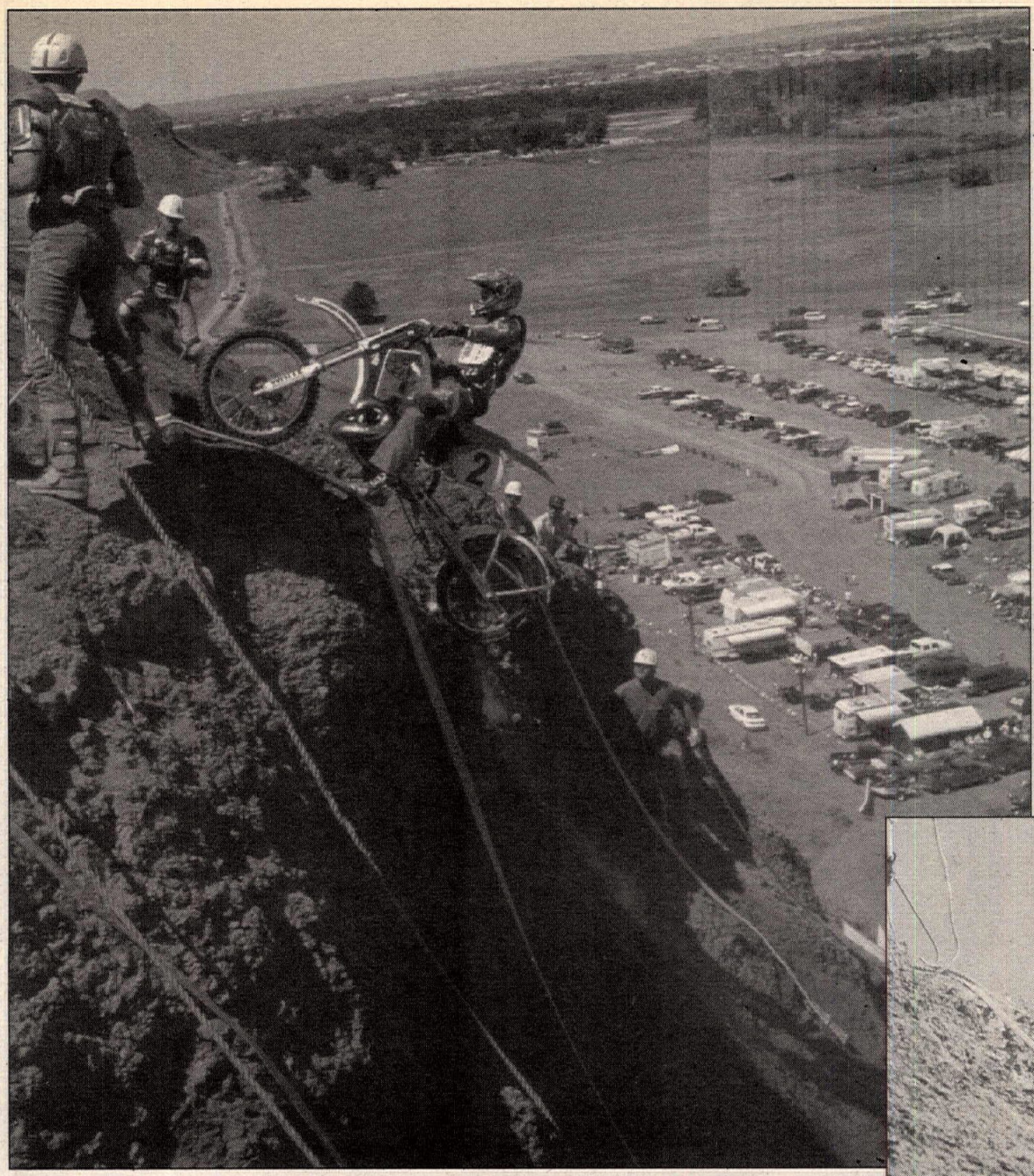
The BMC's hillclimb establishes class winners in the 0-600cc Rubber Tire class, Open Rubber Tire, 0-700cc Unlimited class, 701cc-up Unlimited class and the Senior class over two days, then the top six riders in the two Rubber Tire classes compete in a winner-take-all shootout called the Advanced class. The Advanced-class winner is the 1996 Montana state champion.

The BMC hill (named the Bentonite nightmare after the soil it is composed of) is not a giant by hillclimb standards, but the 370-foot climb is brutally rough with natural and man-made ledges and ditches as well as a rock ledge at the top that was insanely vertical for the 0-700cc Unlimited class. The event has run annually since before 1920 in the same location, though the current hill was topped for the first time in 1980.

The 0-600cc Rubber Tire class ran on Saturday with over 80 riders. Two vertical ledges back-to-back at midhill proved a difficult obstacle for the majority of the riders, but spinning rear wheels ate a path through both late in the second run and a total of five riders went over the top.

Johnston set fast time, Mace was second, partial event sponsor Mark Lenhardt was third (but earned an addi-

(Above) Dusty Beer was the top money winner at the 1996 Great American Championship Hillclimb in Billings, Montana, and became this year's Montana state champion by winning the Advanced class. (Right) Utah's Travis Whitlock was last year's top rider but finished second to Beer in the 701cc-up Unlimited class.



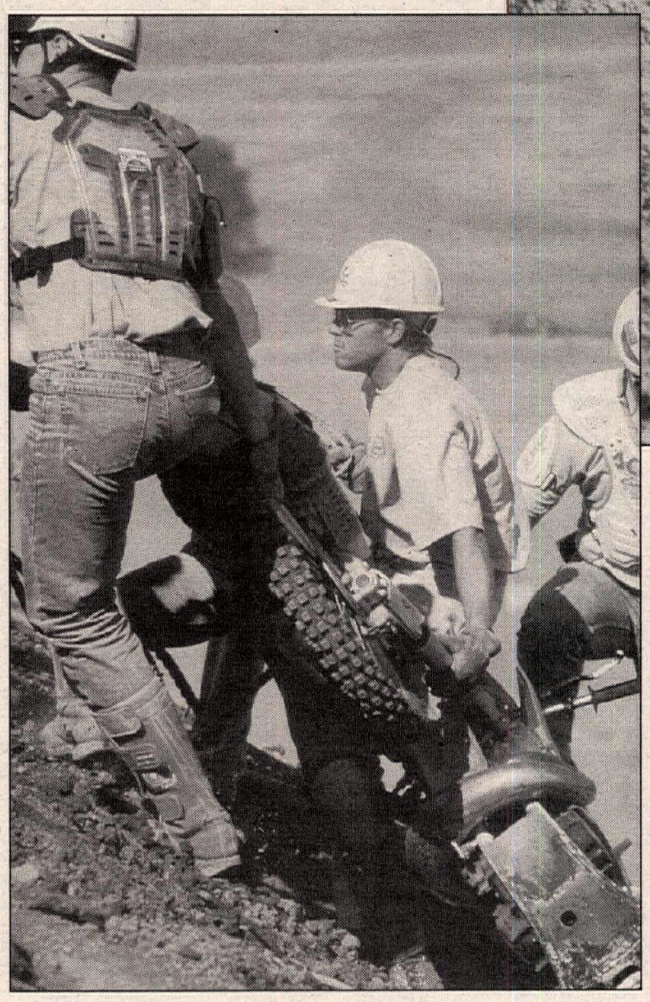
(Left) Pro Circuit-sponsored Robie Peterson earned the 0-700cc-class win and $1025 with his sidecar-engine-powered, CR500-framed hillclimber
(Below) Local rider Dave Johnston topped both tire classes and had a strong showing in the Unlimited class, where he placed fifth.

tional $100 for being the first rider over the hill), Payne was fourth and Beer took the longest time to go over.

Early Sunday the 0-700cc Unlimited class attacked another portion of the hill. It also included a tough double-ledge combo midhill, but the man-made step/15-foot vertical shale face near the top of the hill was the toughest obstacle. Many thought no rider could clean the hill, but Whitlock proved them wrong with a beautiful ride over the top on his FMF-sponsored Honda. He was the first of only five riders to top that hill. Petersen was the fastest of the five on his rare and unusual Zabel. The 685cc two-stroke single sidecar motor is mounted in a Honda CR500R chassis. The Zabel was the hot but expensive setup in this class.

Less than two seconds separated winner Peterson and 19-year-old Jeremy Paget of Centervill, Utah, who was the slowest of the five riders to clear the hill. Former Widowmaker champion Steve Stith and his KTM550 didn't top the hill, but he did win a $250 five-wrench set from new event sponsor Snap-On. The black-chrome wrenches with Dale Earnhart's autograph in 24-karat gold were his prize for the wildest crash of the day as judged by the announcers. Few were prepared to argue that the one-and-a-half reverse somersault the bike did at the top of the shale cliff was anything less than spectacular.

The 701cc-up Unlimited class, the Open Rubber Tire class and the Advanced class used the same, straighter line in the center of the hill, with the tire class going first. Eleven riders posted times on big four-cylinder machines. Canadian Mike Reesor was first rider over, but his run netted him sixth overall. Johnston was the fastest on his GSXR-powered machine, though he claimed he wasn't full throttle. He was followed by Beer's KX500-framed KZ1000 four and Whitlock's FJ1100. Kelly Braswell and Zundel were fourth and fifth.



(Left) Bike catchers armed with rope and steel hooks wait at the top of the hill to catch the bikes of those riders who don't make it over the top.

The Open Unlimited class allows any wheelbase, any type of motor and fuel and rubber or steel paddle tires. Only Pat Johnson's GSXR1100 and Stith's Harley-Davidson ran nitro-injection systems, and neither finished in the top 15. Beer's trusty air-cooled Kawasaki set fast time of the first runs. Whitlock retaliated on his second run with a run that many - including Beer - felt might have been faster, but a timer malfunction missed the time. "They missed my time on my second run," Whitlock said. "It felt faster to me than my re-ride, but I beat him on the re-ride by a few thousandths of a second. Then he came back and beat my time on his second run. I felt in my heart that the second ride was a winner, and that's what's important. The money doesn't mean everything. Being up here and having fun with everybody is what's important."

Zundel was third, four-tenths behind Whitlock, and Kenny Kimball was fourth. Kimball, a winner here before, said, "There is so much more competition, and so much better equipment out there, that it comes down to who's having the best day. Obviously today was Dusty's. He rode consistent in every class. The hill was real challenging. If you hit that 0-700cc cliff with the wheel spinning and don't get out of the throttle the bike just keeps lifting and lifting until you're over backwards or you go straight up until you come off the hill. The Billings boys are just getting faster and faster."

Johnston ripped off another fast ride for fifth and Mel Kimball was sixth.

At the completion of the regular classes the top six riders from each tire class pulled to the line again to run for the Montana state championship in the Advanced class. Oddly enough, Beer qualified for the Advanced class on both sizes of bike, so he was allowed to compete in that class on both. He actually finished first and third in that class and collected cash for both finishes. Whitlock was second, Beer was fastest on his KTM, and third on the four-cylinder Kawasaki. CN

Billings Motorcycle Club
Billings, Montana
Results: July 27-28, 1996

701+ U/L: 1. Dusty Beer; 2. Travis Whitlock; 3. Ron Zundel; 4. Kenny Kimball; 5. Dave Johnston; 6. Mel Kimball; 7. Neal Payne; 8. Jeremy Paget; 9. Ed Taylor; 10. Brent Mace; 11. Craig Peck; 12. Jerry Seeley; 13. James Foster; 14. Sid Sietz; 15. Stefan Fafnis.

0-600 RUBBER TIRE: 1. Dave Johnston; 2. Brent Mace; 3. Mark Lenhardt; 4. Neal Payne; 5. Dusty Beer; 6. Kenny Kimball; 7. Mke Reesor; 8. Larry Coleman; 9. Ken Long; 10. Travis Whitlock; 11. Shannon Chamberlain; 12. Jim Walker; 13. Dean Cromwell; 14. Jerry Seeley; 15. Doug Sherburn.

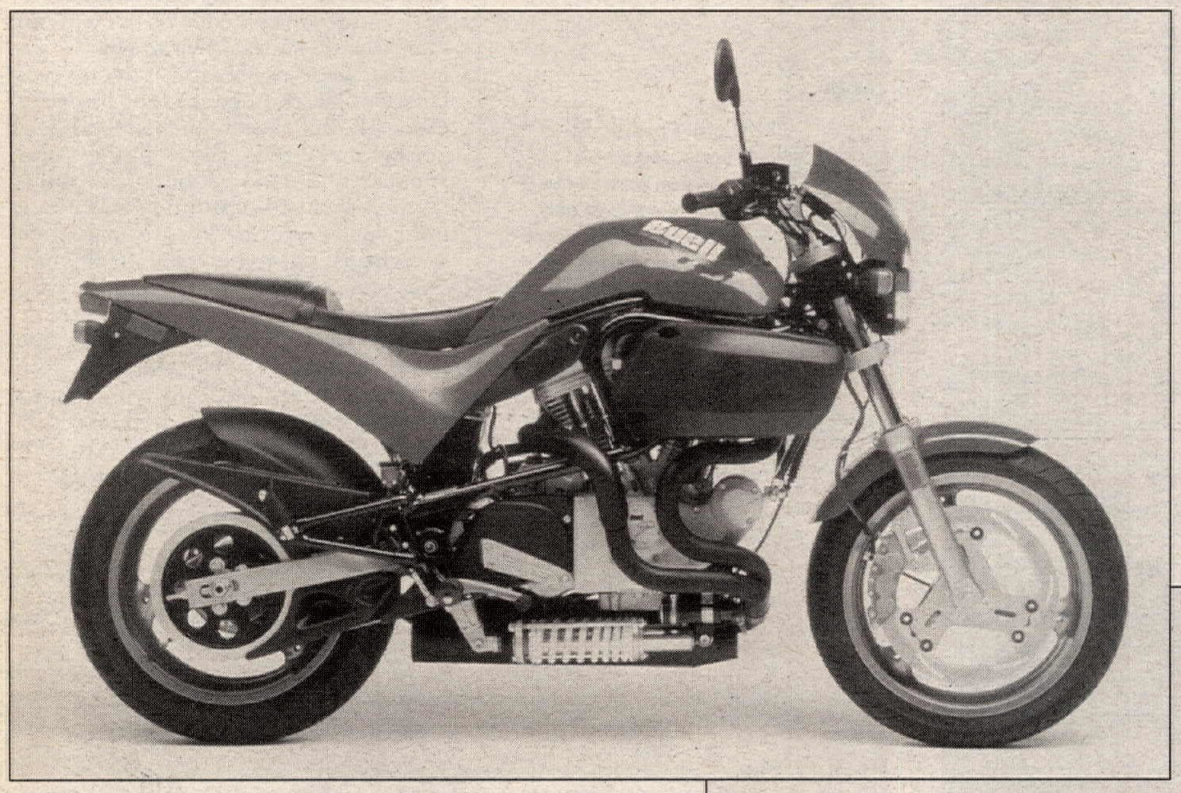
OPEN RUBBER TIRE: 1. Dave Johnston; 2. Dusty Beer; 3. Travis Shitlock; 4. Kelly Braswell; 5. Ron Zundel; 6. Mike Reesor; 7. Mel Kimball; 8. Larry Coleman; 9. Leroy Ebeling; 10. Kevin Downs; 11. Brent Mace; 12. Robie Peterson; 13. Mark Polen; 14. Pat Johnson; 15. Kenny Kimball.

ADVANCED: 1. Dusty Beer; 2. Travis Whitlock; 3. Dusty Beer.

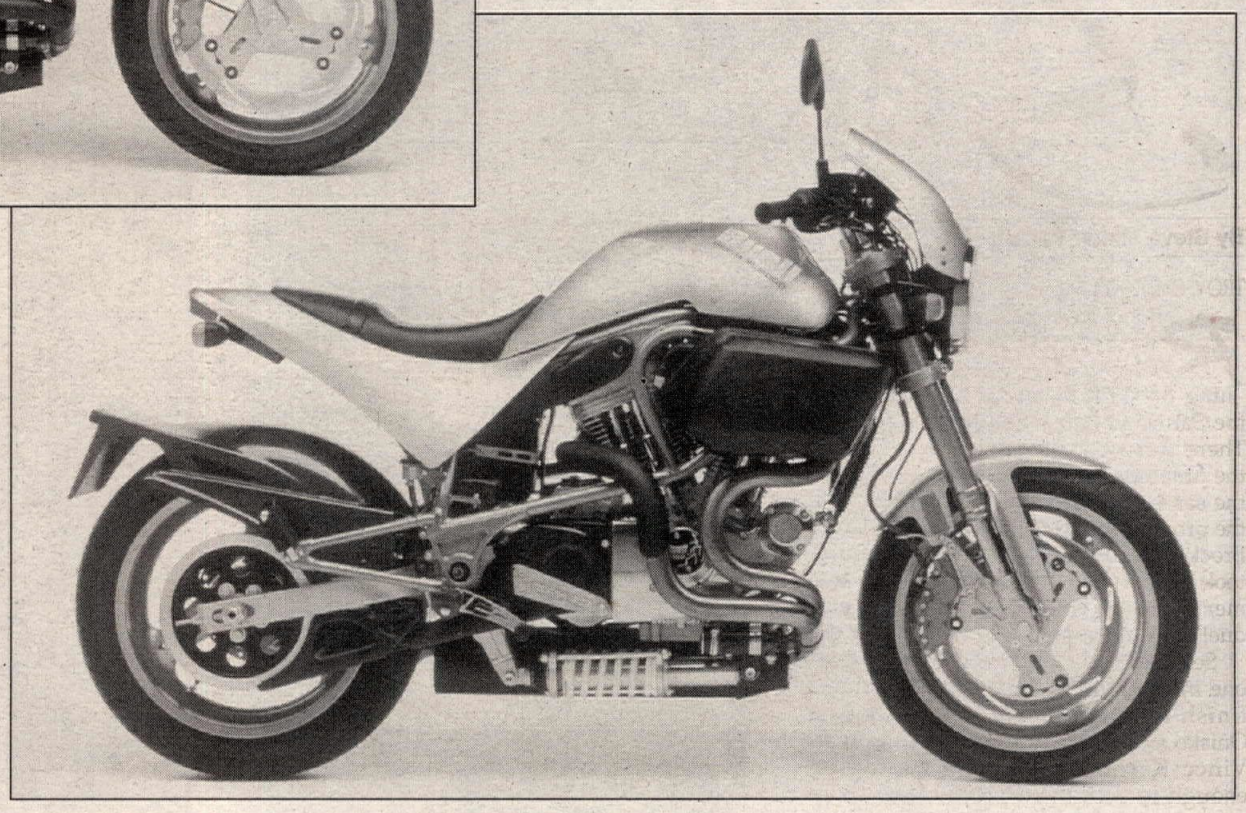
SR: 1. Leroy Ebeling; 2. Karel Kramer; 3. Gary Clark.

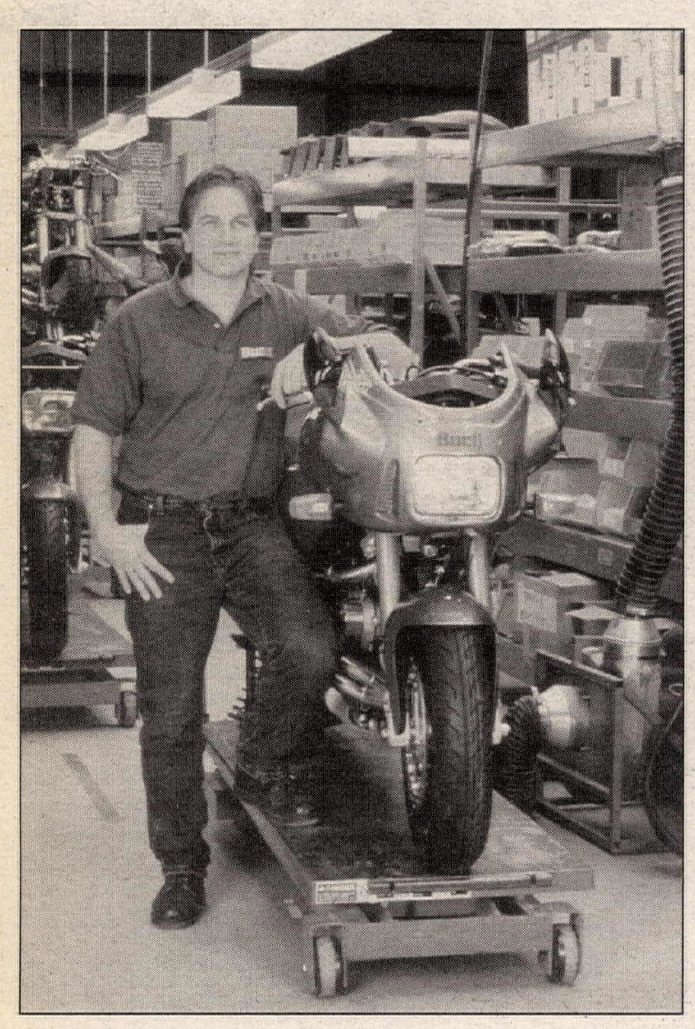
0-700 U/L: 1. Robie Peterson; 2. Travis Whitlock; 3. Brent Mace; 4. Dave Johnston; 5. Jeremy Paget; 6. Dusty Beer; 7. Terry Nivens; 8. Gary Gillis; 9. Mark Polen; 10. Neal Payne; 11. Kenny Kimball; 12. Ron Zundel; 13. Pat Johnson; 14. Mike Nelson; 15. Larry Coleman.

Storm watch



(Left) Buell's newest model is the M2 Cyclone, the company's version of an economy sport standard. The Cyclone combines a majority of the S1 Lightning's styling with the riding positions, tail section and engine configuration of the 1996 S2 Thunderbolt. Suggested retail price is $9395.
(Below) Quick as a flash, the successful S1 Lightning returns with minor updates in 1997.





(Left) The saga continues: Erik Buell continues to produce his motorcycles his way. The 1997 model lineup consists of four models. Total Buell production in 1996 was 2070 units, a far cry from the 50 RR1000 models that put Buell Motorcycle Company on the map in 1987-88.

By Scott Rousseau

These are the motorcycles that dreams are made of - just ask Erik Buell.

Less than 10 years after designing and producing his first entry into the sportbike market, the Harley-Davidson XR1000-powered RR1000, Buell, a former Harley-Davidson engineer and AMA National road racer is now the head of America's only sportbike manufacturer, a fast-growing company that has no less than Harley-Davidson Inc. as a minority investor.

Who could have known that the first run of 50 Buell RR1000s was the forerunner of a new lineup of Harley-Davidson-powered sport customs, which includes four models for 1997? Erik Buell did, and among those dream machines he has seen fit to add a more economical machine to the line this year with the introduction of the M2 Cyclone. Buell describes the Cyclone as "an aggressive new interpretation of the essentials of motorcycling - the wind in your face, comfortable two-up seating and advanced styling." The Cyclone's styling mimics the look that the company introduced with last year's S1 Lightning, but the Cyclone offers a more neutral riding position with its higher-placed handlebars, lower footpegs and two-up riding capability. Buell says that the machine is designed to be a technologically advanced, do-everything street bike.

The new model carries the same 1200cc Harley-Davidson Evolution engine found in the Lightning, but with the shorter duration cams found in the 1996 S2 Thunderbolt to produce a fast and responsive, yet friendly powerband. Buell claims best torque and horsepower figures of 80 ft.-lbs. at 4500 rpm and 83 hp at 5800 rpm. A five-speed transmission sends the power through a belt drive rather than a chain, similar to Harley-Davidson's Sportster models.

The Cyclone's Thunderbolt-inspired bodywork wraps around one of Buell's chrome-moly perimeter frames, creating a solid anchor for the engine, which is mounted via Buell's Uniplanar engine isolation system consisting of three heim-jointed mounting points to quell the V-twin vibes.

Suspension is racing-bred and consists of a progressive-rate rear shock boasting 4.9 inches. The braced front forks are Showa units as opposed to the WP 4054s found on the rest of the Buell lineup.

Just as with the rest of the family, the Cyclone features a single 340mm disc up front with a six-piston Performance Machine caliper handling the clamping duties for the cast three-spoke 3.5-inch front wheel. Out back, a 230mm rotor and Brembo caliper handle the same task for the 5-inch rear wheel of the same style. Tires are Dunlop Sportmax radials. Dry weight for the machine is 435 pounds.

Buell has set a retail price of $9395 for the 1997 M2 Cyclone as compared to $9999 for the flagship S1 Lightning, which will undergo minor revisions for the new year.

Getting more of a lift, in the form of a more powerful engine, is the new Thunderbolt, which is designated the S3 and now shares the same powerplant as the Lightning while retaining the faired styling that made the Thunderbolt famous. The S3 will retail for $11,999 while the hard-bagged S3T touring version will cost $12,799. Buell currently serves a 169-dealer network within the United States, and all models should be available for purchase from those stores by late December 1996.

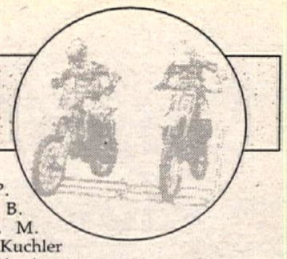
Buell has also designed an expanded line of accessories for all the models, including tank bags, tank masks and covers. Buell riders will also be able to personalize themselves with the company's apparel line.

Perhaps under the influence of Harley-Davidson, Buell has also incorporated ways to maintain customer interest after the motorcycle has been purchased with the founding of the Buell Riders Adventure Group (BRAG), which brings Buell owners together for riding adventures and the opportunity to interact with one another and Erik Buell as well. The company publishes "The Road Ahead" newsletter, a free, quarterly publication that provides dates for upcoming BRAG activities, technical information, news on the latest Buell accessories, and profiles of Buell dealers and owners around the United States.

Buell will also continue to support racing in the form of the NASB Lightning Series, which is open to any production Buell model ever produced.

Add it all up, and you have an American motorcycle company that is growing and going places, although where that may be is anyone's guess.

Erik Buell no doubt has a few dreams left. CN



(Left) Brock Sellards (10) holeshot both 125cc A motos en route to wire-to-wire wins at the Troy Wars Amateur MX at Kenworthy's MX Park.
(Below) Former factory-backed Team Yamaha rider Keith Bowen rode his privateer KTM to the overall in the 250cc A class.

SCHBY: 1. P. Kacle (Kaw); 2. B. Graves (Suz); 3. M. Mercer (Suz); 4. S. Kuchler (Hon); 5. R. Dixon (Yam).

16-24: 1. M. Burkhart (Hon); 2. C. Cutler (Hon); 3. C. M. Ryan (Hon); 4. B. Smith (Hon); 5. M. Faulk (Suz).

25+ 1: 1. D. Hand (Hon); 2. D. Flinner (Hon); 3. P. Stoltz (Hon); 4. R. Carrier (KTM); 5. T. Polston (Hon).

25+ 2: 1.J. Schmitz (Suz); 2. M. Hogan (Hon); 3. L. Guessman (Hon); 4. D. Chapin (Hon); 5. M. Roop (Suz).

30+ 3: 1. D. Hand (Hon); 2. J. Schmitz (Suz); 3. R. Robinson (Hon); 4. J. Pope (Kaw); 5. D. Gillespie (Kaw).

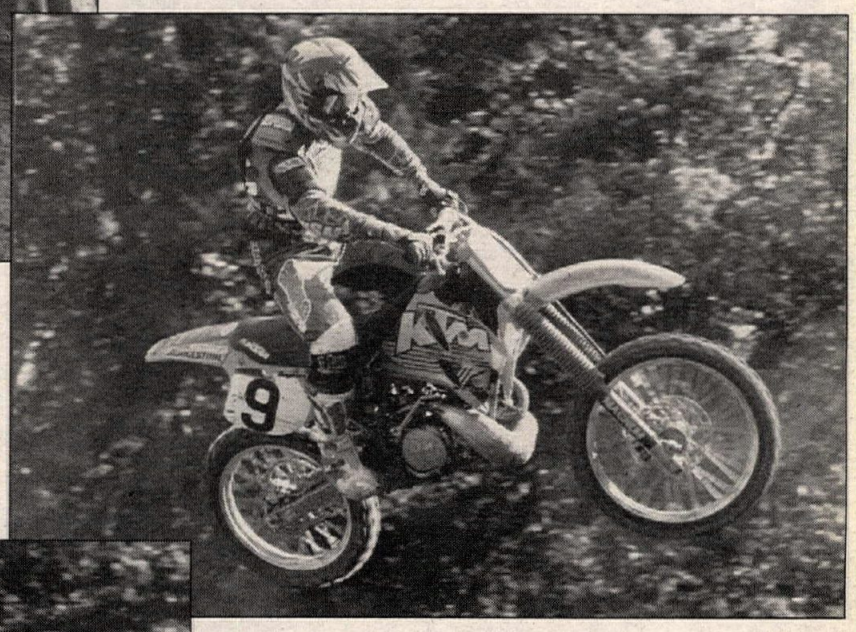
30+ 2: 1. T. Smith (Suz); 2. K. Wisdom (Hon); 3. K. Poole (Suz); 4. B. Erickson (Hon); 5. M. Reed (Hon).

40+: 1. T. Smith (Suz); 2. G. Peak (Suz); 3. K. Poole (Suz); 4. J. Heaston (Kaw); 5. B. Reaward (Suz).

125 C-1: C. Colton (Hon); 2. M. Ivers (Yam); 3. K. Poole (Suz); 4. J. Dietrich (Hon); 5. J. Wade (Kaw).

125 C-2: 1. D. Heater (Hon); 2. M. Pray (Kaw); 3. M. Waitman (Hon); 4. J. Jerebinski (Hon); 5. J. Wells (Hon).

125 C-3: 1. G. Tronbridge (Suz); 2. B. Holzapfil (Suz); 3. T. Smith (Hon); 4. M. Hildebrand (Hon); 5. J. Heestand (Hon).



Sellards

By Steve Middlesworth

TROY, OH, JULY 27

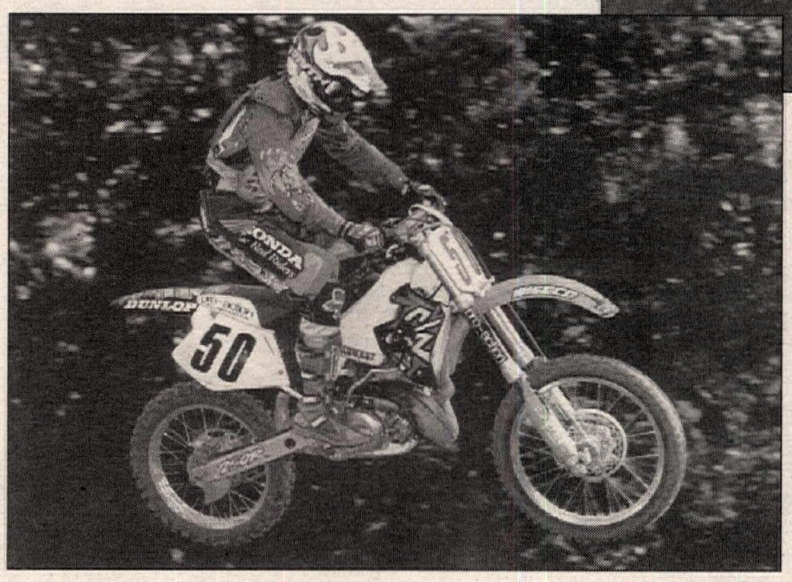
Riders from 22 states and Canada gathered at Kenworthy's GP Club for this year's annual running of "Troy Wars" which was held the Saturday before the National event. There were 837 competitors entered for the amateur events which were run on the same supercross-style track used by the pros the following day. Team Green's Brock Sellards and KTM's Keith Bowen took top honors in the A classes with former National rider Dave Hand taking duel wins in the Vet classes.

Sellards took charge of moto number one in the 125cc A class with a start-to-finish lead as the Honda of Johnny Onisko and the Team Green Kawasaki of Vince Karnow failed to hang close enough to be a threat. Karnow slipped up early on in the "dirty dozen" whoop section allowing a small pack to get by but would eventually catch back up to Onisko but unable to strip him of his number-two position. The Honda of Brandon Roberts and Bowen made up the top five finishing order.

Sellards duplicated his first-moto start and pulled the pack around the first turn. Karnow once again was there with him as was Dunaway and the Honda of Mark Musselman. Sellards stretched it out, leaving the rest of the group to battle it out for the runner-up spot. Dunaway passed Karnow before lap two had been completed but was going to have a hard time figuring out what he was going to have to do to close up the seemingly insurmountable lead Sellards had established on the class. Musselman relegated Karnow to fourth by the end of the race and once again Bowen occupied fifth.

Karnow grabbed the holeshot and early lead in the first 250cc moto followed by the Honda of Joey Devault, Dunaway, and Bowen in close pursuit. Sellards was stuck back in the pack after being pinched off on the inside before arriving at the first turn. The positions sorted out behind Karnow with Bowen and Dunaway charging on the leader and Sellards coming up through the pack. Dunaway got by Bowen and then ran down Karnow, slipping into the lead at the halfway point of the race. Bowen passed Karnow just before the big tunnel jump for second and managed to get the lead from Dunaway late in the race and motored in for the win. Sellards worked his way up to fourth before running out of laps but had been turning the fastest times for the race. Musselman filled the final top-five spot.

As the pack rounded the first turn and down the short chute to the next set of obstacles, it was once again Karnow leading the pack up the face of the tunnel jump in moto two. Sellards, however, got a much better start this time out and was all over his Team Green teammate, threatening early on for the lead. Shortly after the dirty dozen section, Sellards shot past Karnow for the lead he would not relinquish. Bowen and Dunaway also put the moves on Karnow in the back section of the track sliding him back to fourth. Sellards extended his lead out to about eight seconds before it was all over but needed the help of Dunaway and Karnow to get past Bowen in order to get the overall. It didn't happen, however, as Bowen finished in second and claimed top honors. Dunaway, Karnow, and Musselman closed out the front five placements.



(Above) David Hand rode to victory in the 25+ and 30+ classes.
(Right) Vince Karnow finished second to Sellards in the 125cc A class.

David Hand, the former pro national rider, dominated the first group of 25+ Vets as he collected double moto victories in the class. Doug Flinner had consistent second-place finishes and finished second overall in the final standings. Hand collected overall honors in the 30+ class, edging out Jon Schmitz by the tie breaker. Hand is hoping the momentum will carry onto Loretta Lynn's where he will be riding in the 25+ and 30+ Vet classes. CN

Troy Wars Amateur MX
Troy, Ohio
Results: July 27, 1996

SR MINI: 1. R. Turley (Suz); 2. B. Bowman (Kaw); 3. D. McKinney (Kaw); 4. J. Weber (Kaw); 5. J. Lackett (Kaw).

125 B-1: M. Burkhart (Hon); 2. J. Candill (Yam); 3. P. Henderson (Suz); 4. B. Brooks (Suz); 5. D. Stofko (Suz).

125 B-2: 1. B. Smith (Hon); 2. K. Scott IV (Kaw); 3. S. Onisko (Hon); 4. S. Shafer (Suz); 5. J. Juskae (Suz).

125 B-3: 1. P. Karle (Kaw); 2. C. Cutler (Hon); 3. E. McHatton (Suz); 4. S. Hensley (Hon); 5. J. Colby (Yam).

125 A: 1. B. Sellards (Kaw); 2. V. Karnow (Kaw); 3. C. Dunaway (Kaw); 4. J. Onisko (Hon); 5. K. Bowen (KTM).

250 C-1: 1. C. Osborne (Yam); 2. M. Lawson (Suz); 3. E. Brown (Suz); 4. B. Belsole (Hon); 5. M. Clark (Hon).

250 C-2: 1. L.B. Dixon (Hon); 2. M. Temple (Hon); 3. R. Blake (Hon); 4. S. Cobb (Hon); 5. R. Thanas (Kaw).

250 B-1 1. S. Leigh (Yam); 2. B. Snyder (Hon); 3. D. Kastrin (Suz); 4. T. Parris (Yam); 5. L. Gregory (Hon).

250 B-2: 1. M. Burkhart (Hon); 2. T. Weisenbahn (KTM); 3. M. Faulk (Suz); 4. J. Corder (Yam); 5. G. Reiner (Yam).

250 A: 1. K. Bowen (KTM); 2. B. Sellards (Kaw); 3. C. Dunaway (Kaw); 4. V. Karnow (Kaw); 5. M. Musselman.

OPEN B: 1. T. Weisenbahn (Hon); 2. S. Keisler (Kaw); 3. R. Knau (KTM); 4. R. Reis (Kaw); 5. S. Anneshansley (Hon).

Round 8: Belltown Hare Scrambles

Levesque rings their bell

(Left) Todd Levesque came from behind to win the NETRA Belltown Hare Scrambles in Connecticut. (Right) Chris Cramer took first place in the Four-Stroke B class.

(Above) Eric Rougeau (22) continued his winning ways by topping the Junior class for the third straight time. (Right) Kenny Law overalled the A class.

By Cheri Alix
Photos by Jay Chittenden

EAST HAMPTON, CT, JULY 28

It was the second running of the Salmon River County Riders' Belltown Hare Scrambles, and the club spent many nights clearing stumps and rocks and cutting back branches. They did a good job of widening the trail, allowing for passing in most areas. But this is New England, where the woods are nothing but rocks and roots. It's just the way it is and everyone's used to it, especially Todd Levesque. The Yamaha rider threaded his way through the trees to record yet another victory, this time over Kenneth Law and Tom Norton.

The track was a 5.7-mile loop, all of which was run last year. The traction was perfect after Friday's heavy rain with only one water hole. The course was all woods, with many tight turns and long straightaways.

The Expert/Amateurs were scheduled to run seven laps with a 1 p.m. start. After only a 15-minute delay, the flag went up. Getting his first holeshot of the year was C-Cycle/Stehley's Patrick Timothy. The course weaved in and out through the brush before heading into the woods. Timothy held the lead going into the woods with GP Racing's P.J. Peculis right behind.

As the riders came around at the end of the lap, it was Timothy still out in front with five seconds on Peculis. Wes Clarke was in third followed by Norton and Levesque. Trying to move up into the top five was Manchester Honda's Josh Mclevy. Mclevy made one of the most spectacular passes of the day at the water hole in an attempt to pass Dave Gunn, whom he had been hounding for most of the lap. Mclevy let it all hang out, going off the side of the trail with the throttle wide open right through the brush. He made the pass and was now in sixth but down 40 seconds.

Out in front, Timothy was holding onto the lead until about two miles into the second lap. "I was feeling good and the bike was working great, but I got nervous when I heard them coming up behind me," Timothy said. "I took a glance to the side and lost concentration. I then hit something and went down."

Luckily, he was able to get back up with only Peculis sliding by. But by the end of the lap, Peculis had a 23-second lead over second-place Timothy, and closing in behind were SCR/Yamaha/Scott's Norton and Ronni's Cycle/Factory Connection's Levesque. Clarke, who started out in third, was now back in fifth place after crashing several times. Sixth-place Mclevy closed the gap on Clarke to only six seconds.

By the end of the third lap, it looked like Peculis was going to run away with the event, coming around with a 30-second lead over Norton, who was now in second place. Levesque had moved up to third, down another 10 seconds followed by Mclevy, with Timothy in fifth.

Peculis continued to widen the gap until he bent his footpeg on a rock. The incident caused him to drop back into third place, down 40 seconds, as he pulled into the pits in an attempt to repair his bike. "I knew I could've kept it out front, but with the bent peg, it was just difficult to ride," said Peculis.

Once again the lead changed hands. This time it was Norton in front with Levesque approximately five seconds behind. Norton had to pit for gas at the end of the fourth lap, allowing the lead to change one more time with Levesque taking over. "My bike is killing me. I'm just bouncing all over the place," Norton said of his faltering suspension. But he was still in second place, and he wasn't going to give up. Peculis was now in third place with Mclevy about 30 seconds behind.

Mclevy was moving up on Peculis going into the fifth lap when he sheared off his water pump, putting an end to his day. This allowed Timothy to inherit fourth place. Taking over fifth place was Manchester Honda/Factory Connection's Rick Claxton. Claxton was going for his second Expert overall, but Hoot Owl's Ken Law had the hammer down and was closing in.

But as the riders went into their final laps, the lappers began to slow the pace.

The original lap times of 18 minutes were now almost 20 minutes. Levesque was still out in front trying not to make any mistakes, and it paid off. He was increasing his lead over second-place Norton by two minutes a lap. At the end of the race, Levesque took the win with a four-minute lead. Norton held on for second place by only seconds. It took everything he had to finish the event after being pounded by his bike. Peculis had caught Norton on the final lap, but Norton wicked it up, giving it all he had. Peculis finally got crossed up and went down, coming around in third. Taking fourth place down another 30 seconds was Timothy.

Law got the jump on Claxton on the final lap, finishing in fifth place overall and taking the Expert class win. "I'm trying to be the first 30-something to break into the AA class," joked a very happy Law.

Taking the Amateur-class overall and moving himself closer to being promoted to the Expert-class was Brian O'Neil on his Kawasaki KX250. O'Neil was the only Amateur rider to complete all seven laps.

In the Junior event, it was another runaway win for Eric Rougeau. Rougeau completed the four-lap event with almost a three-minute lead over second place Brian Lawson. Jim Wesolowski finished in third place, down by only one second, with Jim Senecal finishing in fourth, down only seven seconds more.

The Mini class had a new winner, with Jason Larocco taking the win with a comfortable lead over second-place Mike Persitere. CN

Belltown Hare Scrambles
East Hampton, Connecticut
Results: July 28, 1996 (Round 8 of 16)

GRD CHMP: Todd Levesque (Yam).
O/A A: Kenneth Law (Yam).
O/A B: Brian O'Neil (Kaw).
O/A C: Karl Dinges.
AA. 1. Tom Norton (Yam); 2. P.J. Peculis (Yam); 3. Patrick Timothy (Hon); 4. Chris Chrispin (Hon); 5. Dave Gunn (KTM).
250 A: 1. Rick Claxton (CRE); 2. D.J. Lis; 3. Rory Eastman (Hon).
200 A: 1. Paul Blanquart (Yam); 2. Luke McNeil (KTM); 3. Jamie Prior.
VET A: 1. Lee Pelletier (Suz); 2. Shannon Danylieko (Yam); 3. John McMahon.
OPEN A: 1. Mark Burdick (KTM); 2. Bill Haelsen (CRE); 3. Roger Billharz (KTM).
SR A: 1. Jerry Randall (CRE); 2. Stephen Formanek (Kaw).
4-STRK A: 1. John Dunn (Hus); 2. Jerry Shinners.
S/SR: 1. Jim Simone (Kaw); 2. Stephen Wilcox (Suz).
250 B: 1. James Bourdon (Yam); 2. Chris Tooker (Yam); 3. David Clark (Hon).
200 B: 1. Matt Jalbert (Yam); 2. Neil Dennettt (Yam); 3. Kevin Hubbard (Yam); 4. Marc Sonecal (Kaw); 5. Brian Lawson (Yam).
VET B: 1. Harld Bowen (Kaw); 2. Robert Orlick (Yam); 3. Kenneth Held (Yam); 4. Ron Lemieux (Yam).
OPEN B: 1. Sean O'Donovan (Hon); 2. Steve Sheppard (KTM); 3. Doug Walter (KTM).
SR B: 1. Larry Piers (Suz); 2. Robert Yound (KTM).
4-STRK B: 1. Chris Cramer (Hon); 2. Robert White Kaw); 3. Robert North (Hon); 4. Pat Fogarty (Hon).
250 C: 1. Colin Brown (Hon); 2. Eric Reinhard (KTM); 3. Patrick Armstrong (CRE); 4. Peter Gravelle (Suz); 5. Daniel Neitsche (Suz).
200 C: 1. Albert Joachim (Kaw); 2. Frank Smerczynski (Kaw); 3. Cavio Popielski (Kaw); 4. Doug Fox (Kaw); 5. Andrew Cushing (Kaw).
125 C: 1. Michael Bushey (Suz); 2. Joe Sullivan (Hon); 3. Rick Gentile (KTM); 4. Mark Hamilton (Hon); 5. Tony Mushchello (Kaw).
OPEN C: 1. William Fuchs (Hon); 2. Casey Griswold (Hus); 3. Robert Therrien (Hon); 4. Steve Ostergard (Kaw).
VET C: 1. Craig Pratt (Suz); 2. Michael McManus (Suz); 3. James Menard (Yam); 4. Michael Litwin Jr. (Kaw); 5. Lee Sparks (KTM).
SR C: 1. Timothy Sylvester (Yam); 2. Douglas Stroh Sr. (Yam); 3. Jerome Ryan; 4. Mark Jolley (Hon).
4-STRK C: 1. John Merola (KTM); 2. Nate Hubbard (Hon); 3. Norman Mcahin (Hon); 4. Pasgvale Gigliotti (Hon); 5. Gary Sweet (Hon).
WMN: 1. Michaelle McKinnon (Kaw); 2. Sally Haber (Kaw); 3. Sharon Pacheco (KTM).
MINI: 1. Jason Larocco (Kaw); 2. Mike Peristere (Yam); 3. Robert Rowe Jr. (Kaw); 4. Nathan Kanney (Yam); 5. John Moore (Suz).
JR: 1. Eric Rougeau (Yam); 2. Brian Lawson (Yam); 3. Jim Wesolowski (Yam); 4. Jim Senecal (Yam); 5. Jess Berthiaume (Kaw).

Upcoming Rounds:
Round 9 - Searsport, Maine, August 4
Round 10 - Union, Connecticut, August 18

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Round 8: Irish 500cc GP

Shayne shines in Ireland

New Zealander Shayne King moved to the top of the leaderboard with an overall win at the 500cc GP. He moved ahead of previous series points lead Joel Smets, who went 12-9.

By Alex Hodgkinson

CORK, IRELAND, JULY 21

KTM's Kiwi charger Shayne King bounced back to the head of the 500cc GP championship table with his fifth overall win at the Irish GP, staged at the superbly prepared Vernon Mount circuit on the outskirts of Cork in the south of the country.

Unfortunately for the organizers, the weather played a big part in the outcome of the event. Just as activity started on the circuit on Sunday morning, the first rain after three weeks of unbroken sunshine started to pour down and it continued for most of the day.

King coped best with the steadily worsening conditions to take the overall from third and second placings.

Title leader at the start of the day, Belgium's defending champ Joel Smets had the sort of weekend he will want to forget. The Husaberg rider crashed on the second corner of the opening lap in race one and restarted in dead last. With the circuit down to a single line in many places, he did well to recover sufficiently to take four points for 12th place at the flag.

Second time out Smets suffered an uncharacteristic bad start, completing the first lap back in 19th spot. By the end of the race he had climbed through to ninth - seven points.

The oldest of the King brothers, Darryll, will rue his luck. He led the first race right until the one-lap board came out, then stopped when his Honda seized. "I think the radiator had lost all the coolant about six laps earlier," said King. "All the Hondas had the same problem to some degree." Just to prove his speed in the wet and muddy conditions, he went out and led home brother Shayne in race two.

After a midfield start, Jacky Martens worked through to a second place in the opener, only to inherit the lead when Darryll King struck problems. A sixth place in race two was good enough to put the former champion on the podium in second overall at the end of the day.

Holland's Gert Jan Van Doorn secured third overall with consistent fourth and third finishes.

Ireland's Mark Farrelly kept the 2000-strong band of locals happy with a strong ninth in race one, while Brian Wheeler, Jason Higgs, James Marsh and Daniel Smith all went home with a few more points to their names.

Peter Johansson led the second moto until he simply couldn't turn the throttle anymore in the mud. "I had changed my style of gloves," he said. "Those I used in the second moto were hopeless once they got covered in slimy mud."

The rain and mud made things difficult for lap scoring - there were four attempts to produce results for the first moto - but no one could fault the organization or the preparation. CN

Irish 500cc GP
Cork, Ireland
Results: July 21 (Round 8 of 10)

MOTO 1: Jacky Martens (Hus); 2. Peter Johansson (Hus); 3. Shayne King (KTM); 4. Gert Jan Van Doorn (Hon); 5. Ronny Weustenraed (Hon); 6. Dietmar Lacher (Hon); 7. Johan Boonen (Hus); 8. Danny Theybers (Hon); 9. Mark Farrelly (TM); 10. Chris Burnham (Hon); 11. Brian Wheeler (KTM); 12. Joel Smets (Hus); 13. James Marsh (KTM); 14. Daniel Smith (Hon); 15. Rupert Walkner (KTM).

MOTO 2: 1. Darryll King (Hon); 2. Shayne King (KTM); 3. Gert Jan Van Doorn (Hon); 4. Rupert Walkner (KTM); 5. Erwin Machtlinger (Hon); 6. Jacky Martens (Hus); 7. Ronny Weustenraed (Hon); 8. Johan Boonen (Hus); 9. Joel Smets (Hus); 10. Attilio Pignotti (Hon); 11. Chris Burnham (Hon); 12. Leonardo Leoni (Hon); 13. Jason Higgs (Hon); 14. Christophe Bertrand (Kaw); 15. Rafael Lapraille (Kaw).

O/A: 1. Shayne King (KTM); 2. Jacky Martens (Hus); 3. Gert Jan Van Doorn (Hon); 4. Darryll King (Hon); 5. Ronny Weustenraed (Hon); 6. Johan Boonen (Hus); 7. Peter Johansson (Hus); 8. Rupert Walkner (KTM); 9. Erwin Machtlinger (Hon); 10. Joel Smets (Hus); 11. Chris Burnham (Hon); 12. Dietmar Lacher (Hon); 13. Danny Theybers (Hon); 14. Mark Farrelly (TM); 15. Attilio Pignotti (Hon); 16. Brian Wheeler (KTM); 17. Leonardo Leoni (Hon); 18. Jason Higgs (Hon); 19. James Marsh (KTM); 20. Christophe Bertrand (Kaw); 21. Daniel Smith (Hon); 22. Rafael Lapraille (Kaw).

WORLD CHAMPIONSHIP 500cc MX SERIES POINT STANDINGS (After 8 of 10 rounds): 1. Shayne King (231); 2. Joel Smets (218); 3. Dietmar Lacher (163); 4. Peter Johansson (152); 5. Darryll King (140); 6. Gert Jan Van Doorn (126); 7. Rupert Walkner (117); 8. Danny Theybers (107); 9. Jacky Martens (89); 10. Mikkel Caprani (55); 11. Bernd Eckenbach (51); 12. Johan Boonen (51); 13. Attilio Pignotti (50); 14. Franco Rossi (48); 15. Erwin Machtilinger (46); 16. Ronny Weustenraed (44); 17. Giesbers (40); 18. Dirck Geukens (39); 19. Chris Burnham (38); 20. Peter Dirckx (36).

Upcoming Rounds:
Round 9 - Namur, Belgium, August 4
Round 10 - Foldendage, Lux., August 11

FILE PHOTO BY JOHN DICKINSON

Colomer close

By John Dickinson

NEPOMUK, CZECH REPUBLIC, JULY 27-28

Marc Colomer confidently took a giant stride toward winning his first-ever World Trials Championship by taking a brilliant win in the Czech Republic. The Spaniard will be 22 on Saturday, August 17, perfectly timed to give himself the best birthday present of his life - the championship - as nothing except disaster can stop him from being crowned that same weekend at the 10th and final round of the series, in Belgium.

Colomer overtook Doug Lampkin, Saturday's leader and season-long archrival for the title, with a sensational ride on the second day of the trial, not only clawing back Lampkin's amazing 15-mark advantage following Saturday's opening 14-section lap, but pulling out a 12-mark winning lead following Sunday's two loops.

The Nepomuk venue is a well-used, well-worn one and the organizers went totally overboard in their efforts to match the look of sections at every other world round. Friday the riders complained strongly, through their representative Donato Miglio, about the sections, which they saw as not only impossible, but dangerous as well. At least the organizers responded and altered no fewer than eight of their 14 sections, which were still difficult, with steep, loose exits causing many maximum scores.

Lampkin was the absolute master on Saturday, losing just 20 marks through the 14 hazards. Colomer was way back, having lost no fewer than 35. Such was Lampkin's superiority on the day that Colomer was still in second place. He did have to share the honor, though, as Briton Steve Colley easily made his best start in a championship round this year. The indoor-trials ace really needed a good result and a lot of points to boost his poor world ranking - currently outside the all-important top 10.

Also surprising everyone was Spanish teenager Gabriel Reyes, who made it home fourth, ahead of seven-time World Champ Jordi Tarres, although few would have bet on Reyes maintaining that form on Sunday. They would have been wrong not to, it turned out.

Up front, though, there was no disputing who had been best on the day. "That was amazing," Lampkin said about his first day. "Everything I tried came off. The only section I fived was the fourth and everyone else did that anyway. I surprised even myself today."

Lampkin looked set to land what would have been a long overdue (in his opinion) third win of the year, which would at least do something toward closing the gap on series leader Colomer. But just as everything went right on Saturday, it went wrong on Sunday. His first loop of the day left him reeling on a score of 28, including five maximums.

"I had a big crash on the second section, which wasn't a good start," Lampkin said. "And then I fived the third one as well. And it didn't get much better."

For Colomer, though, it couldn't have gotten much better. The Spaniard just slipped into overdrive and his loss of six for the group was unbelievable. A dab at the second, three at the third and then an incredible run of 10 consecutive cleans before returning to reality with a two on the man-made final hazard set him up for his convincing win.

Next best for the lap was Japanese Beta rider Kenichi Kuroyama, who also was in the throes of a remarkable comeback. Kuroyama lopped 30 marks off his Saturday score to post an excellent 13. Tarres, too, improved on day two, bringing his opening 41 down to a Lampkin-challenging 18.

On the final loop, Lampkin got his ride under control again as he scored just nine. In so doing, he finished second and lost the least number of points to the championship-leading Spaniard, Colomer.

Colomer was again amazing, completing the final loop with only four marks and eight consecutive cleans. "I am not celebrating the championship just yet, but things look good," allowed a relaxed Colomer.

Lampkin remained upbeat, despite his disastrous turn of fortune. "That first lap was just a disaster," he said. "The sections were pretty big and you were either up them or down them. I got a couple of unlucky bounces and ended up down them. Marc should cruise home in Belgium, but you never know. I will be going for it just in case!"

Tarres took his Gas Gas to third with an excellent effort of eight on the final circuit, and this also ensured that he will finish no lower than third in the championship. In the best ride of his career, Reyes rode to fourth on a brilliant last-lap score of 12. Kuroyama slipped to fifth, ahead of lone Fantic factory runner Tommi Ahvala. CN

Nepomuk
Nepomuk, Czech Republic
Results: July 27-28, 1996 (Round 9 of 10)

O/A: 1. Marc Colomer (Mon) 24; 2. Doug Lampkin (Bet) 57; 3. Jordi Tarres (G-G) 69; 4. Gariel Reyes (Mon) 74; 5. Kenichi Kuroyama (Bet) 76; 6. Tommi Ahvala (Fan) 78; 7. Joan Pons (G-G) 79; 8. Bruno Camozzi (G-G) 80; 9. David Cobos (G-G) 83; 10. Diego Bosis (G-G) 89.

WORLD C'SHIP OBSERVED TRIALS SERIES POINT STANDINGS (After 9 of 10 rounds): 1. Marc Colomer (164); 2. Doug Lampkin (149); 3. Jordi Tarres (136); 4. Kenichi Kuroyama (103); 5. Bruno Camozzi (92); 6. Amos Bilbao (68); 7. Takahisa Fujinami (60); 8. Tommi Ahvala (58); 9. Marcel Justribo (47); 10. Graham Jarvis (47).

Final Round:
Round 10 - Bilstain, Belgium, August 17-18

(Left) Chris Anstead (261) put in two strong rides to take the overall win in 250cc A over Patrick Slate (288), Shane Templeton (131) and Mitchell Hodges (26) at East Bend MX in North Carolina. (Below left) Del Schnitzer (39) scored a win in the combined Expert/Pro-Am main event at the Rainier Cycle Bowl Short Track in Rainier, Washington, finishing the race ahead of Pro Twin winner Chris Fitzhugh.

Templeton on the gas at East Bend Motocross

By Jay and Sharon Hauser

EAST BEND, NC, JULY 21

With over 260 entries at round three of the HammerHead/Pepsi Pro-Am Grand Championship Series, one rider stood out as a top contender: Honda-mounted Shane Templeton from nearby Hillsville, Virginia.

Templeton looked strong from the start of the day when he took the win in the event's opening moto, the 250cc A class. Templeton rode to a hard-fought win over tough riders like Patrick Slate and Team Green's Mitchell Hodges. But Templeton's quest for a double moto sweep was ruined with a first-turn crash that resulted in a DNF. Slate and Hodges, too, experienced trouble before the race was through and fell to third and fourth, respectively, allowing newcomer and first-time A-class winner Chris Anstead to take the overall in the premier class. Anstead barely edged out Suzuki rider Brandon Turlington, while Hodges netted third over Slate and Allen Alford.

Templeton did come back, however, to take two perfect moto wins and sweep the Over 25 class. Templeton rode a flawless race but had to stay on his toes because Alford, too, fared better in the Over 25 class than he had earlier in the day and kept the pressure on Templeton to the very end. Alford hooked up with Vann Gibson, and the heated battle between the two helped them keep the flying Templeton in sight during the first moto. In the second moto, Alford hooked up with Mike Eastwood, but the end result was the same in both motos: Alford finished second behind Templeton. Eastwood edged out Gibson for the final podium spot and Brad Crouch rounded out the top five on a pair of fifth-place finishes.

Results

50 (4-6): 1. Devon Pilkington (KTM); 2. Broc Tickle (LEM); 3. Brett Chatan (LEM); 4. Brad Haar (Yam); 5. Brock Bowlin (KTM).

50 (7-9): 1. Ryan Fitzwater (LEM); 2. Tyler Shumate (Cob); 3. Dalton Terrell (LEM); 4. Seth Brown (LEM); 5. Stephen Cooke (KTM).

60 (7-9): 1. Cody Gosnell (Kaw); 2. Sam Fitzwater (Kaw); 3. Isaiah Elbert (Kaw); 4. Cameron Lambert (Kaw); 5. Tyler Shumate (Kaw).

60 (10-11): 1. Chase Shumate (Kaw); 2. Jason Crisp (Kaw); 3. Todd Myers (Kaw); 4. Jake Furnace (Kaw); 5. Derrick (Kaw).

80 (7-11): 1. Adam Ward (Suz); 2. Steven Dailey (Hon); 3. Wesley Sapp (Suz); 4. Matthew Myers (Hon); 5. Cody Gosnell (Hon).

80 (12-15): 1. Adam Overcash (Suz); 2. Isha Wood (Suz); 3. Brad Henderson (Suz); 4. Derrick Bell (Hon); 5. Brandon Langdon (Yam).

80 D: 1. Michael Thomas (Kaw); 2. Chad Love (Suz); 3. Chris Culler (Kaw); 4. Derek Warwick (Kaw); 5. Matt Whisenhut (Kaw).

S/MINI: 1. Isha Wood (Suz); 2. Derrick Bell (Hon); 3. Brad Henderson (Suz); 4. Adam Overcash (Suz); 5. Chris Roberts (Hon).

125 A: 1. Patrick Slate (Hon); 2. Mitchell Hodges (Kaw); 3. Chuck Shirley (Yam); 4. Shane Templeton (Hon); 5. David Price (Yam).

125 B: 1. Brad Tester (Suz); 2. Stoner Ross (Hon); 3. Dustin Floyd (Suz); 4. Chris Gillespie (Suz); 5. Randy Jordan (Hon).

125 C: 1. Marty Pence (Kaw); 2. Barry Carpenter (Hon); 3. Chuck Cooper (Suz); 4. Ronald Lowelten (Hon); 5. Travis West (Hon).

125 D: 1. Billy Robinson (Suz); 2. Bernie Mills (Kaw); 3. Jamie Dincen (Hon); 4. Eric Oliver (Hon); 5. Eric Schindinger (Yam).

SCHBY: 1. Brandon Hankins (Yam); 2. Brandon Langdon (Yam); 3. Jason Laplante (Hon).

250 A: 1. Chris Anstead (Hon); 2. Brandon Turlington (Suz); 3. Mitchell Hodges; 4. Patrick Slate (Hon); 5. Allen Alford (Yam).

250 B: 1. Robert Talbott (Yam); 3. Keith Newton (Suz); 3. Brad Tester (Suz); 4. Jamie Holcomb (Hon); 5. Rodney Scott (Suz).

250 C: 1. Barry Carpenter (Hon); 2. Danny Kennedy (Yam); 3. Bobby Tucker (Hon); 4. Jason Whitt (Yam); 5. Charlie Smith (Kaw).

250 D: 1. Matt Farmer (Hon); 2. Tyler Webb (Suz); 3. Stephen Benoy (Yam); 4. Clint Furrow (Hon); 5. Carl Plumley (Suz).

25+ A: 1. Shane Templeton (Hon); 2. Allen Alford (Yam); 3. Mike Eastwood (Kaw); 4. Vann Gibson (Hon); 5. Brad Crouch (Suz).

25+ B: 1. Keith Hicks (Suz); 2. Robert Talbott (Yam); 3. Thomas Jennings (Suz); 4. Brian Harless (Kaw); 5. Paul West (Hon).

25+ C: 1. Jay Lankford (Yam); 2. Tony Turner (Yam).

30+ A: 1. Brad Crouch (Suz); 2. Vann Gibson (Hon).

30+ B: 1. Thomas Jennings (Suz); 2. William Hobson (Yam); 3. Barry Nelson (Hon); 4. Paul West (Hon).

30+ C: 1. Jay Lankford (Yam); 2. Charles Flanagan (Yam); 3. Billy Wyatt (Hon); 4. Bruce Sapp.

35+: 1. Darrell Bell (Hon); 2. Denny Prilliaman (Kaw); 3. Bob Maner (Hon); 4. Mark Smith (Suz).

40+: 1. Darrell Bell (Hon); 2. Bob Maner (Hon); 3. Ken Farrell (Suz); 4. Bruce Oliver (Hon).

U/L: 1. Marty Pence (Kaw); 2. Brian Rouesselow (Hon); 3. Michael Duke (Suz); 4. Ken Pruitt (Yam); 5. Travis West (Hon).

OPEN AM: 1. Barry Nelson (Hon); 2. Denny Prilliaman (Kaw); 3. Tom Haar (Hon).

Fitzhugh tops Pro Twins at Rainier Short Track

By Clay Light

RAINIER, WA, JULY 20

Chris Fitzhugh rode to victory in the Pro Twin-class feature race at the Rainier Cycle Bowl's AMA District 27 short track in Rainier, Washington.

Fitzhugh won the class heat race over fellow Expert Troy Rose, while Mike Harrit netted third. Harritt, the district number-one plateholder in the class, tried to put the stops on Fitzhugh after "Bouncin' Bob" Malley's green flag let loose the main-event finalists, but Fitzhugh squeezed past and convincingly pulled away for a win in the 20-lap final. Rose, Harritt, and Rod Estes were left to squabble over second, Harrit finally managing to edge out Rose for the position. Willie Ward took fourth, while Estes finished in fifth.

Three heat races were organized to finalize the lineup in the filled-to-capacity 250cc Sportsman class. George Prindiville, Eric Beers, and Joe Lenz each took a heat victory, but it was Lenz whose strong performance was capped off by a win in the 12-rider, 10-lap A-class main event.

Prindiville did all he could to take Lenz's lead away, but his efforts were to no avail. Bryon Dotson, Beers, and Robert Rosie rounded out the top five ahead of Scook Coffell and former 80cc National Champion Jake Holden.

Nation TT contender Del Schnitzer showed his short track prowess by topping the Expert/Pro Am final, beating Fitzhugh, Rose, Jeff Holford, Russ Lynch, and Pete Medcalf, respectively.

Results

PRO TW: 1. Chris Fitzhugh (Tri); 2. Mike Harritt (Yam); 3. Troy Rose (Tri); 4. Willie Ward (Yam); 5. Rod Estes (BSA).

EX/PRO-AM: 1. Del Schnitzer (Rtx); 2. Chris Ftizhugh (Yam); 3. Troy Rose (Rtx); 4. Jeff Holford (Yam); 5. Russ Lynch (Rtx).

OPEN A: 1. Nick McBride Sr. (Yam); 2. George Prindiville; 3. Gary Moore (Hon); 4. Mike Endreheim; 5. Brian Walls.

250 A: 1. Joe Lenz (Yam); 2. George Prindiville (Suz); 3. Bryon Dotson (Bul); 4. Eric Beers (Hon); 5. Robert Rosie (Suz).

125 A: 1. Dan Medcalf (Kaw); 2. Nick McBride Jr. (Hon); 3. Brad Smith (Kaw); 4. Tyler Powell (Hon); 5. Sean Light (Hon).

80 A: 1. Jake Holden (Hon); 2. Scooter Vernon (Hon); 3. Nick Sellers (Suz); 4. Nathan Wharton (Hon); 5. Scott Houseman (Hon).

DTX: 1. Scooter Vernon (Hon); 2. Nick Sellers (Suz); 3. Tyler Powell (Hon).

60 A: 1. Nick Sellers (Kaw); 2. Michael Rochester (Kaw); 3. Jacob Ellis (Hon); 4. Matt Bowling (Kaw); 5. Tyler Wharton (Kaw).

50 SR: 1. Trevor Wharton (Cob); 2. Kyle Buchanon (KTM); 3. Derek Harding (KTM).

50 JR: 1. Matt Houseman (Lem); 2. Brenton Schnitzer (Lem); 3. Doug Rochester (Lem).

50 MOD: 1. Tyler THompson; 2. Kyle Buchanon.

40+ A: 1. Todd Tracy (Bul); 2. Greg Sheard; 3. Ron Predmore (BSA); 4. Tim Ball (Hon).

250 B: 1. Tom Sheard (Yam); 2. Tim Ball (Hon); 3. Laurie Bushnell (C-A).

Stratton sails to victory at Palmyra Motocross

By Melissa Threadgill

PALMYRA, NY, JULY 14

Bruce Stratton sailed to a double moto victory in the 201cc Open Expert class at Palmyra, New York, in the third round of the five-round Challenge series.

In the first moto, Paul Austin got the holeshot followed by Stratton, Greg Meeder, Scott Ghidiu, and Bill Silverole. All six bikes were fairly close to one another, so there was a great battle for spots one through six. Austina and Stratton managed to break away, while Siverole and Ghidiu managed to get around Meeder. They dueled it out for third and fourth. Suddenly, Stratton made a move on Austin, who effectively blocked it. Side-by-side over the high-speed fly-off, Austin took off for big air, but Stratton didn't! Austin got the edge he needed and moved into the first position.

At the beginning of the last lap, Stratton finally managed to pass Austin. Silverole, who had gotten around Ghidiu, went to work on Austin and made the pass. He started to close the gap on Stratton, but there wasn't enough time for a serious challenge. Stratton won, followed by Silverole in second and Ghidiu in third. Austin had pulled off the track with bike problems.

In the second moto, Austin once again grabbed the holeshot, followed by Stratton, Peter Phillips, and Silverole. Stratton quickly made the pass for the lead, while Silberole, who had passed Phillips, was pressuring Austin for second. Unfortunately for Austin, he stalled his bike, thus giving Silverole second. Austin managed to maintain third, followed by Phillips and Ghidiu in fourth and fifth, respectively. Stratton took his second moto win of the day, ahead of second-place finisher Silverole.

In the 125cc Schoolboy race, Paul Carpenter swept both motos for the overall. In the first moto, Carpenter took the holeshot and never looked back. He immediately opened up a sizable lead, and handily won the race. In second was Richard Pierce, followed by A.J. Bourne, Aaron Dieter, and Aaron Shepard in third, fourth, and fifth, respectively.

Carpenter was followed to his second-moto victory by Dieter in second and Bourne in third.

Results

51: 1. Brandon Meirs (Cob); 2. Matt Eastman (Cob); 3. Chad Dunning (Cob); 4. Alex Sigimondi (LEM); 5. Dino Hughson (Cob).

60: 1. Mike McBain II (Kaw); 2. Ryan McKennon (Kaw); 3. Zach Eastman (Kaw); 4. Brandon Kuhn (Kaw); 5. Daniel Fili (Kaw).

JR MINI: 1. Jack Carpenter (Suz); 2. Gene Nighman (Kaw); 3. Caleb Miller (Kaw); 4. Mike McBain II (Kaw); 5. Zach Eastman (Kaw).

SR MINI: 1. Chris Tyndall (Yam); 2. Bob Silverole (Kaw); 3. Josh Cislo (Hon); 4. Pat Jackson (Suz); 5. Mike Adair (Suz).

MINI COMB: 1. Chris Tyndall (Yam); 2. Josh King (Kaw); 3. Jack Carpenter (Suz); 4. Bob Silverole (Kaw); 5. Mike Adair (Suz).

125 SCHBY: 1. Paul Carpenter (Kaw); 2. Aaron Dieter (Suz); 3. A.J. Bourne (Kaw); 4. Josh King (Kaw); 5. Josh Miller (Suz).

COMB (16-24): 1. Scott Ghidiu (Kaw); 2. Casey Higgins (Suz); 3. Brad Ghidiu (Kaw); 4. John Steinbromer (Yam); 5. Wilmer Caballero (Suz).

25+ A: 1. Bruce Stratton (Suz); 2. Paul Austin (Kaw); 3. Joe Ellington (Hon); 4. Peter Phillips (Hon); 5. Jeff Fregoe (Hon).

25+ B: 1. Mark Porretta (Hon); 2. Mike DiFiore (Yam); 3. Tim Becht (Yam); 4. Ned Munier (Hon); 5. Tim McMurtree (Hon).

125 BEG: 1. Shane Leonburger (Kaw); 2. Derrik Fothegill (Kaw); 3. Brett Driscoll (Kaw); 4. Aaron Utberg (Suz); 5. Jesse Milley (Suz).

201 OPEN BEG: 1. Curtis Dickes (Kaw); 2. Pete Kirists (Yam); 3. Gary Rogers (Kaw); 4. William Hargrabe (Suz); 5. David Korduba (Hon).

125 NOV: 1. Jimmy Miller (Suz); 2. Aaron Dieter (Suz); 3. Heath Wadhams (Suz); 4. A.J. Bourne (Kaw); 5. Jim Carver (Hon).

201 OPEN NOV: 1. Tim McMurtree (Hon); 2. William Hinckly (Hon); 3. Brad Draudr (Suz); 4. Paul Doty (Yam); 5. Mark Johnconx (KTM).

125 AM: 1. Casey Higgins (Suz); 2. Joe Hargett (Suz); 3. Paul Carpenter (Kaw); 4. Rick Dool (Kaw); 5. Matt Patterson (Suz).

201 OPEN AM: 1. Casey Higgins (Suz); 2. Paul Carpenter (Kaw); 3. Brian Sigel (Kaw); 4. John Steinbromer (Yam); 5. Andrew Miller (Suz).

125 EX: 1. Billy Silverole (Kaw); 2. Paul Austin (Suz); 3. Bruce Stratton (Suz); 4. Joe Ellington (Hon); 5. Peter Phillips (Hon).

201 OPEN EX: 1. Bruce Stratton (Suz); 2. Billy Silverole (Kaw); 3. Scott Ghidiu (Kaw); 4. Joe Ellington (Hon); 5. Peter Phillips (Hon).

SR B: 1. Cub Dunning (Kaw); 2. Gene Nighman (Kaw); 3. Fred Lucas (Kaw); 4. Jim Stine (Yam); 5. Mark Porretta (Hon).

SR C: 1. John Meehan (Hon); 2. Steven Twombly (Yam); 3. Ben Atkinson (Kaw); 4. Greg Guilfoil (Hon); 5. Scott Hawkins (Kaw).

VINT/WDS: 1. Dan Morgott (Hon); 2. Mark Cox (KTM); 3. Mike Difior (Yam); 4. Jim Geise (Kaw); 5. Fred Lucas (Kaw).

Starfenbeil strikes at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, JULY 21

Timmy Staufenbeil brought home the coin in the 250cc Pro division at Barona Oaks Raceway, taking repeat wins by keeping Lars-Erik Larsson at bay in both motos.

Shawn Ellis was the rider who stood out as the fastest rider of the day. The 125cc Intermediate class was combined with the Pro and Old Timer A riders, the 125cc riders leaving first in a split-gate start, giving the field a half-lap advantage over Ellis. Ellis, however, was able to pass all of the Old Timer riders in both of the eight-lap motos.

After showing no respect for his elders, Ellis closed in on the Pro riders but ran out of time before becoming a threat.

Dru Blocker took home the 125cc (12-15) overall after his 2-1 finishes of the day. Steve

Yurkovic put his bike out front early in the first round, with Blocker getting off the line in fourth. Blocker took two laps before taking the second spot, then had to settle for runner-up as Yurkovic was long gone.

Travis Frink holeshot the second moto with Blocker glued to his rear fender. Blocker inherited the lead when Frink let his bike fall out from under him on lap three before the finish line. Yurkovic, in third, also got around Frink. Blocker held Yurkovic off for the win and subsequent overall.

Jon Meyers got wound up in the 125cc Beginner class, getting off the line in the third spot in moto one but taking over the lead by lap two. Once out front he headed straight to the checkered with Hector Rios trailing.

In the second moto Meyers wasted no time in taking the lead right from the gate with Rios again grabbing second. Darrin Teisher, in his first-ever motocross, was able to take third in moto one and looked as if he could garner another third in the second round, but Nick Casillas sneaked past him on the last lap.

Ryan Beat continues to run away from the 60cc Stock (9-11) competition by posting wins in both motos. Beat was able to take home the overall in the 80cc (9-11) class as well, though not quite as easily as he grabbed the 60cc-class wins.

Jesus Casillas holeshot the first 80cc (9-11) moto but was forced to drop out of the race due to a broken chain. Beat took advantage of Casillas' troubles to win, but had to settle for second place in the following moto.

Ivan Shultz dominated the field of 10 riders in the 60cc Stock (0-8) class. Shultz won both motos, leaving the battle for second between Scott Martin and Jake Bissonnette. Martin was able to hold off Bissonnette in the first moto, but Bissonnette came through in the second round for second overall.

Results

INTRO TO MX: 1. Bobby Romero (Kaw); 2. Omar Gonzalez (Hon); 3. Billy Middleton (Suz); 4. Kenny Vessels (Suz); 5. Travis Ramsey (Yam).

F/T: 1. Bradley Baquial (KTM); 2. A.J. Stewart (KTM); 3. Scott Blanco (Yam).

P/W (0-6): 1. Steven Cerda (KTM); 2. Alberto Heredia (KTM); 3. Ellis Lowe (Yam); 4. Nolan Shultz (LEM); 5. Chase Takacs (KTM).

P/W (7-8): 1. Brad Masters (LEM); 2. Zachery Johnson (KTM); 3. Jake Kircher (KTM).

60 (0-8): 1. Ivan Shultz (Kaw); 2. Jake Bissonnette (Kaw); 3. Scott Martin (Kaw); 4. Brad Masters (Kaw); 5. Anthony Charrette (Kaw).

60 (9-11): 1. Ryan Beat (Kaw); 2. Dave Jackson (Kaw); 3. Chris Moore (Kaw); 4. R.C. Coleman (Kaw); 5. Adam Kircher (Kaw).

80 (9-11): 1. Ryan Beat (Hon); 2. Gary Motshagen (Hon); 3. Jesus Casillas (Yam); 4. Joey Rose (Kaw).

80 BEG: 1. Peter Scully (Yam); 2. Jesus Heredia (Hon); 3. David Myers (Hon); 4. Chris Livingston (Suz); 5. Nick Tyree (Yam).

80 NOV: 1. Branden Hamlett (Kaw); 2. Travis Bemis (Hon); 3. Josh Navarro (Kaw).

80 INT: 1. Billy Laninovich (Yam); 2. John Hopkins (Suz); 3. Jason Carlton (Suz).

S/MINI: 1. Jesus Casillas (Yam); 2. Billy Laninovich (Yam); 3. Clinton Pierce (Suz); 4. David Meyers (Hon); 5. Gary Motshagen (Hon).

125 (12-15): 1. Dru Blocker (Suz); 2. Steve Yurkovic (Kaw); 3. Jon Meyers (Kaw); 4. Alfredo Contreras (Suz); 5. Justin Gutierrez (Hon).

125 (16-21): 1. Travis Frink (Kaw).

125 BEG: 1. Jon Meyers (Kaw); 2. Hector Rios (Kaw); 3. Darrin Teisher (Kaw); 4. Nick Casillas (Yam); 5. Jason Silverthorn (Hon).

125 NOV: 1. Michael Fox (Kaw); 2. Ivan Navarrete (Suz); 3. David Fox (Suz); 4. Geoff Walters (Suz); 5. Dru Blocker (Suz).

125 MOD: 1. Steve Yurkovic (Kaw); 2. Bill Toomey (Kaw); 3. Limo Morales (Kaw); 4. Justin Gutierrez (Hon).

125 INT: 1. Shawn Ellis (Yam); 2. Wilson Nichols (Hon); 3. Frank Dato (Suz); 4. Richael Silva (Hon); 5. Manny Arias (Hon).

250 BEG: 1. Jayson Monroe (Yam); 2. Matt Berwager (Yam); 3. Jordan Eubanks (Yam); 4. Kyle Green (Hon); 5. Chris Naegeli (Suz).

250 NOV: 1. Ronnie Loftin (Hon); 2. Deron Stidman (Hon); 3. Aaron McDonough (Yam); 4. Chris Naegeli (Suz).

250 INT: 1. Shawn Ireland (Hon); 2. Daniel Nichols (Hon).

250 PRO: 1. Timmy Staufenbeil (Suz); 2. Lars-Erik Larsson (Hon).

O/T A (35-39): 1. Steve Laninovich (Hon); 2. Rudy Sevilla (Suz).

O/T A (30-34): 1. Scott LaRosh (Hon).

O/T B (26-29): 1. Bebo Gutierrez (Kaw); 2. Les Engle (Suz); 3. Robert Kircher (Kaw).

O/T B (30-34): 1. Jamee Young (Yam).

O/T B (35-39): 1. Joseph Gonzalez (KTM); 2. Kevin Barret (Kaw); 3. Mike Tarver (Kaw); 4. Ron Howell (Yam).

O/T B (40+): 1. Chuck Fox (Suz); 2. Rick Cheshire (Yam); 3. Bill Bacon (Suz); 4. Frank Hamlett (Hon); 5. Wilson Nichols (Suz).

Owens, Lacey top Experts at Night Time National MX

By Keith Mercer

OKLAHOMA CITY, OK, JULY 20

Dennis Owens of Norman, Oklahoma and Brandon Lacey of Elk City topped the Kawasaki Night Time Nationals Expert classes at Motorcycle Raceway in Oklahoma City. A total of 358 entries in 24 classes faced off in the races, which spanned 10 hours.

Owens took the holeshot in the first 125cc Expert moto and fought off challenges by Charley Bogard and Brandon Lacey before settling into a winning lead. The fight was then on for second between Bogard and Lacey, with Bogard taking the upper hand. The leaders flew to arenacross heights over a 90-foot jump known as the Tunnel Double.

Owens was again out front in the second moto without a challenge until the final two laps. He lost the muffler on his Kawasaki, seriously impairing the bike's performance. Second-place Trey Owens moved in for the kill. Dennis Owens used up everything the bike had left to hold on for the win over the closing Trey Owens and Lacey.

The first 250cc Expert moto opened with Charley Bogard going down in the first turn, collecting most of the riders. Lacey saw the incident unfolding and took the turn high and wide, and was long gone, followed to the finish by Trey Owens and Andy Bowyer. Once Lacey hit the throttle of his Suzuki for the start of the second moto the race was a win just waiting to happen. This time Bowyer claimed the second spot. Trey Owens put in a strong bid for second mid-race but could not make the last few feet for the pass.

The Amateur classes were filled with stellar performances. Jacob Martin, riding a Suzuki in 250cc Intermediate class was the only non-pro rider to wow the crowd by doing the Tunnel Double. Two young up-and-comers met for a showdown in 85cc action. Texan Chase Reed, who swept Mini Junior, and Oklahoman Johnny Marley, who did the same in Mini Senior, met in the Mini Outlaw division. Marley won the first moto with Reed second. Marley again took the holeshot in the second moto. Reed made contact, and Marley collected a rear wheel full of track apron flags while recovering. Thus encumbered, Marley was unable to truly contend, and Reed won the second moto and the overall.

Results

P/W BEG: 1. Trey Overstreet (Yam); 2. Dalton Daff (Yam); 3. David Lisenbay (Yam); 4. Timothy Conard (Yam); 5. Adam Hammock (KTM).

P/W STK: 1. Ryan Walton (LEM); 2. Levi Gilliam (KTM); 3. Michael Pritchett (LEM); 4. Cody Tucker (KTM); 5. Trey Canard (LEM).

P/W MOD: 1. Trey Jones (Yam); 2. Chad Givens (Lay); 3. Dusty Herring (Yam); 4. Trey Canard; 5. Levi Gilliam (LEM).

MINI (6-8): 1. Ginuin Moore (Kaw); 2. Scotty Wennerstrom (Kaw); 3. Dusty Herring (Kaw); 4. Chad Givens (Kaw); 5. Rock Cotten (Kaw).

MINI (9-11): 1. Tom Hahn (Kaw); 2. Shawn Cook (Kaw); 3. Craig Royse (Kaw); 4. Preston Hamilton (Kaw); 5. Bo Ralls (Hon).

MINI BEG: 1. Billy Brown (Hon); 2. Bart Davis (Hon); 3. Mark Blackwell (Hon); 4. Chad Evans (Suz); 5. Cody Cannon (Yam).

MINI JR: 1. Chase Reed (Kaw); 2. Chad Cook (Suz); 3. Christopher Davis (Yam); 4. Robby Shinn (Hon); 5. Ernie Phillips (Suz).

MINI SR: 1. Johnny Marley (Yam); 2. Mark Thompson (Hon); 3. Ryan St. Cyr (Hon); 4. Dusty Fountain (Kaw); 5. Mike Odam (Hon).

MINI OUTLAW: 1. Chase Reed (Kaw); 2. J.W. Patton (Hon); 3. Mark Thompson (Hon); 4. Colt Humphrey (Hon); 5. Dusty Fountain (Kaw).

WMN: 1. Snookie Tinnerman (Kaw); 2. Brandi Davis (Yam); 3. Tara Sparkman (Yam); 4. Kim Brown (Suz); 5. Shannon Crabbs (Kaw).

FRST TMR: 1. Mark Pauker (Kaw); 2. Michael Flick (Hon). 3. Jeff Howell (Kaw); 4. Joe Davis (Hon); 5. J.W. McKinster (Hon).

125 BEG: 1. Chris Hoddy (Kaw); 2. Jody Lay (Kaw); 3. Randy Hornberger (Yam); 4. Josh Johnson (Suz); 5. Drew Neubauer (Hon).

125 NOV: 1. Heath Frazier (Suz); 2. Robby McQuary (Yam); 3. Marshall Qusid (Hon); 4. Jason Baird (Hon); 5. Gregg Catrambone (Yam).

125 INT: 1. J.D. Bailey (Hon); 2. Monte Frank (Kaw); 3. Chuck Diebold (Yam); 4. Nick Metcalf (Suz); 5. Adam Carroll (Kaw).

125 EX: 1. Dennis Owens (Kaw); 2. Trey Owens (Kaw); 3. Brandon Lacey (Suz); 4. Charley Bogard (Suz); 5. Andy Boyer (Kaw).

250 BEG: 1. William Scott Fried (Yam); 2. Dana Fisher (Kaw); 3. Kent Veldhewzen (Hon); 4. Chris Roberts (Kaw); 5. Charles Rose (Kaw).

250 NOV: 1. Will Perry (Suz); 2. Jeremy Butler (Hon); 3. Jason Johnson (Yam); 4. Matt Huckelbery (Kaw); 5. Joey Baran (Hon).

250 INT: 1. Jacob Martin (Suz); 2. Casey McDowell (Kaw); 3. Jerod Rhodes (Yam); 4. Rod Bell (Kaw); 5. Kendall Robertson (Kaw).

250 EX: 1. Brandon Lacey (Suz); 2. Andy Bowyer (Kaw); 3. Trey Owens (Kaw); 4. Billy Akers (Kaw); 5. Dennis Owens (Kaw).

OUTLAW: 1. J.D. Bailey (Hon); 2. Nick Metcalf (Suz); 3. Heath Frazier (Suz); 4. Will Perry (Suz); 5. Adam Carroll (Kaw).

VINT: 1. Brett Bowles (Hon); 2. Bobby Bowles (Hon); 3. John Weaver (Hus); 4. Ted Bowles (Mai).

25+: 1. Billy Spurlock (Suz); 2. Mike Williams (Yam); 3. Kendell Robertson (Kaw); 4. Rob Taylor (Suz); 5. Mike Reddin (Hon).

30+: 1. Billy Spurlock (Suz); 2. Truit Robers (Kaw); 3. Kevin Dunham (Hon); 4. Chris Pritchett (Hon); 5. Rick Cotton.

35+: 1. Truitt Rogers (Kaw); 2. Mike Reddin (Hon); 3. Todd Hammock (Kaw); 4. Rob Taylor (Hon); 5. Jay Bissell (Hon).

40+: 1. Jim Thomas (Yam); 2. Laverne Kelley (Hon); 3. M.R. Redwins (Hon); 4. Bob Bennight (Hon); 5. Mark Wright (Kaw).

(Right) Dennis Owens (left) and Charley leads the 125cc Expert second moto at the Oklahoma City Kawasaki Night Time National MX.
(Below right) Anthony Pocorobba (number obscured) leads the Open Money class around the first turn on his way to a double moto sweep at round 16 of the Sunshine State Championship Series held at Motocross of Marion County.

MDA big winner at MCMX

By Kyle Myers

REDDICK, FL, JULY 14

Anthony Pocorobba topped both Open Money motos at the fifth annual Muscular Dystrophy Association Auction Race held at Motocross of Marion County, taking the lion's share of the Pro purse in the event that also served as round 16 of the Yamaha Sunshine State Championship Series.

Pocorobba led the field around turn one of the first moto with John Lundy, Jeff Frisz, Jarrett Tipping and Todd Gardner following. Frisz passed Lundy at the end of lap one as Pocorobba begin to pull away. Tipping and Gardner also slipped by Lundy to run in the third and fourth positions. Halfway into the moto Pocorobba enjoyed a five-second lead while Frisz was under pressure from Tipping for the runner-up spot. Tipping made his move on the step-up jump and flew by Frisz. When the checkered flag came out Pocorobba sailed over the finish-line jump to score the opening-moto win over Tipping, Frisz, Gardner and James Joine.

Pocorobba once again grabbed the holeshot in race two as Tipping, Frisz, Jeff Lampe and Joiner gave chase. Pocorobba outdistanced the pack to claim the second moto and the overall. Tipping held on for second with Frisz and Lampe rounding out the top four places. Joiner and Lundy battled the entire seven laps, Joiner finally edging out Lundy by a wheel for fifth.

Results

P/W (4-6): 1. Tony Rhonelli (KTM); 2. Kyle Keylon (LEM); 3. Kurtis Halliwell (LEM); 4. Mike Nicolini (LEM); 5. Dean Dyess (LEM).

P/W BEG: 1. Jesse Freeman (Yam); 2. Devin Sabater (Yam); 3. Matt South (Yam); 4. Ken Pricipato (Yam).

P/W (7-9): 1. Kyle Chisholm (Cob); 2. Philip Heiwett (Cob); 3. Don Solley (Cob); 4. Ricky Renner (LEM); 5. Dan Weyer (Cob).

80 BEG: 1. Beau Jackson (Kaw); 2. Brett Pece (Kaw); 3. J.R. Brewer (Suz); 4. Ron Monk (Suz); 5. Jesse Richards (Kaw).

80 (7-11): 1. Dan Truman (Kaw); 2. Shane Lusk (Suz); 3. Bryan Johnson (Suz); 4. Quinton Bigalow (Yam); 5. Dale Kump (Hon).

80 (12-15): 1. Troy Adams (Suz); 2. Ryan Davis (Kaw); 3. Jesse Adams (Suz); 4. Paul Perbijons (Hon); 5. Chad Sanner (Hon).

S/MINI: 1. Troy Adams (Suz); 2. Ryan Davis (Kaw); 3. Spencer Jones (Kaw); 4. Paul Perbijons (Hon); 5. Chad Sanner (Hon).

15-24: 1. Lee Tatham (Hon); 2. James Joiner (Yam); 3. Jacob Fogg (Kaw); 4. Rich Daly (Suz); 5. Derrick Januszyk (Hon).

WMN: 1. Jessica Patterson (Kaw); 2. Jessica Hand (Suz).

125 BEG: 1. Brian Babernitch (Suz); 2. Jason Bell (Kaw); 3. Brian Padgett (Suz); 4. Lonnie Jennings (Hon); 5. Jake Fowler (Suz).

250 BEG: 1. Scott Leggett (Suz); 2. Jim Edgar (Hon); 3. Al Moore (Suz); 4. Rick Burling (Yam); 5. R.L. Basile (Yam).

125 C: 1. Jason Fink (Suz); 2. Chris Lopez (Suz); 3. Paul Reilly (Yam); 4. Aaron Jansen (Hon); 5. Doug Wright (Yam).

125 B: 1. Ronnie Renner (Yam); 2. Marcus Pedrero (Suz); 3. Jacob Fogg (Kaw); 4. Mike Ivanko (Kaw); 5. Dave Wincott (Suz).

250 C: 1. Aron Aldridge (Yam); 2. Kevin Bendle (Kaw); 3. James Howard (Suz); 4. Kevin Gavett (Hon); 5. George Osborn (Suz).

250 B: 1. Lee Tatham (Hon); 2. Mike Bragg (Hon); 3. Derrick Januszyk (Hon); 4. Dan Newberry (Suz); 5. Brett Bohannon (Hon).

OPEN MNY: 1. Anthony Pocorobba (Suz); 2. Jarrett Tippings (Suz); 3. Jeff Frisz (Suz); 4. James Joiner (Yam); 5. Jeff Lampe (Suz).

25+: 1. Todd Garbner (Hon); 2. Bryan Friday (Yam); 3. Marcus Pedrero (Suz); 4. Kirk Brock (Yam); 5. Dave Wincott (Suz).

30+: 1. Bryan Friday (Yam); 2. Dave Kuxhausen (Hon); 3. Steve Dye (Kaw); 4. Willis Brock (Suz); 5. Dean Dyess (Hon).

35+: 1. John Lundy (Hon); 2. Willis Brock (Suz); 3. Dean Dyess (Hon); 4. Greg Bobka (Hon); 5. Dennis Rokosky (Suz).

40+: 1. Doug Harvey (Suz); 2. Tom Bragg (Hon); 3. Greg Bobka (Hon); 4. Al Gardner (Hon); 5. Tom Fogg (Kaw).

50+: 1. Al Garbner (Hon); 2. Ron Hawk (Yam); 3. Bob Dare (Kaw); 4. Len Edgar (KTM); 5. Will Roberts (Yam).

VINT: 1. Ed Garlin (Hon); 2. Jay Stuiso (Suz); 3. Bil Burton (Hus); 4. James Harner (Hon); 5. Jerry Giwen (Yam).

Licitra untouchable at CRC Motocross

By Greg Robertson

PALMDALE, CA, JULY 20

RM250-mounted Mike Licitra found the shifting sands of Los Angeles County Raceway to his liking as he won both the Junior Vet Novice and Vet Novice classes during California Racing Club's Saturday night motocross racing.

Licitra started things off with a wire-to-wire win of the first Junior Vet Novice moto. Gabi Abayou gated second and would hold the position for the first three laps before getting out of shape in a series of whoops and shooting off the track and out of contention. Mike Johnson inherited the runner-up position and stayed there until a last-lap crash dropped him to a fourth-place finish behind Bob Gorman and Mike Embry.

Licitra was awesome in round two, nailing the holeshot and pulling away to a 20-second lead over Abayou by the checkers. Gorman came from out of the pack to finish third and would wrap up second overall. Abayou's second-moto performance topped Johnson's 4-4 rides for third overall.

Things were a bit tougher for Licitra in the Vet Novice class.

Although starts weren't a problem for Licitra as he reeled off another holeshot, Brett Allen, Jeff Stapleton and Marv Church weren't about to let him pick up another runaway win. In what turned out to be a moto-long, four-rider battle for the lead, Licitra would prevail by a couple of

(Left) Dan Stanley (60) shared the holeshot of the 600cc Pro race with Jeff Annen (41W), Stanley eventually pulling out a comfortable lead over the rest of the pack and sailing across the finish line in first position at Playfair Race Course's first half-mile event since 1918.
(Below left - from left to right) Dee Wood, Shelly Kann, and Amber Hughes finished first, third, and second, respectively at the second round of the AMA U.S. Womens Outdoor Championship Series held in Unadilla Valley, New York. Team Kawasaki's Jeff Emig was the trophy boy.

bike lengths at the finish. Stapleton put a last-lap, last-turn pass on Church for second, with Allen coming across a close fourth.

Round two saw Licitra lead with a determined Allen knocking on the back door. Allen was all over Licitra up until the midway point when Licitra was finally able to shake him and pull away for his fourth win of the night. Allen held on for second, but Stapleton's third-place finish earned the second-place trophy.

Results

P/W (0-6): 1. Shawn Butler (Yam); 2. William Ballestero (Yam); 3. David Medina (Yam); 4. Shana Rhinehart (Yam); 5. Mikey Garcia (Yam).
P/W (7-9): 1. Drew Gosselaar (Yam).
S/STK (0-6): 1. Trever Ford (KTM); 2. Trent Pugmire (LEM); 3. Cole Pugmire (KTM); 4. Dustin Petty (LEM).
S/STK (7-9): 1. Timmy Ritzler (KTM); 2. Jonathan Arana (LEM); 3. Logan Holliday (KTM).
MOD (7-9): 1. Riley Harper (LEM); 2. Jonathan Arana (LEM).
60 BEG: 1. Billy Bloom (Kaw); 2. Mat Fligg (Kaw); 3. Tim McDaniel (Kaw); 4. Wesley Parrish (Kaw).
60 (0-8): 1. Edward Herring (Kaw); 2. J.J. Noone (Kaw); 3. Max James Sweany (Kaw); 4. Matthew Palomaki (Hon).
60 (9-11): 1. Ryan Roybal (Kaw); 2. Sean Collier (Kaw); 3. Nicholas Burson (Kaw); 4. Brian Broussard Jr. (Kaw).
80 BEG: 1. Caleb Gosselaar (Kaw); 2. Lane Boyer (Hon); 3. Broc Miller (Yam).
80 (7-11): 1. Sean Collier (Kaw); 2. Shane Smith (Hon); 3. Gerard Patin (Yam).
80 (12-13): 1. Chris Tocco (Suz); 2. Todd Gosselaar (Hon); 3. Donnie Durrer (Hon); 4. Bobby Stefan; Miles Buck (Suz).
80 (14-16): 1. Christopher Gosselaar (Hon); 2. Michael Young (Hon); 3. Levi Reid (Yam); 4. John Simanovich (Suz).
80 BGWHL: 1. Chad Johnson-Frank (Hon).
125 BEG: 1. Daniel Bagwill (Yam); 2. Shawn Scott (Kaw); 3. Justin Scott (Hon); 4. Justin Witcher (Hon); 5. Danny Bushey (Suz).
125 NOV: 1. Kevin Townsend (Hon); 2. Chris Thompson (Suz); 3. Jeff Eide (Hon); 4. Ryan Orr (Yam); 5. Cory Sievers (Suz).
125 INT: 1. Shawn O'Brien (Suz); 2. Michael Collier (Kaw); 3. Adam Pierce (Kaw); 4. Dan Eckman (Hon); 5. George La Monte (Suz).
125 PRO: 1. Terrance Malan (Suz); 2. Marcelo Sanchez (Suz).
250 BEG: 1. Dylan Rucker (Kaw); 2. Ernie Diaz (Hon); 3. William Welchance (Kaw); 4. Tim Meissner (Yam).
250 NOV: 1. Alvin Zalamea (Suz); 2. Cole Townsend (Hon); 3. Scott McCollough (Yam); 4. Tyler Buck (Suz).
250 INT: 1. Chris Allen (Suz); 2. Nick Mairose (Suz); 3. Tod Sciacqua (Suz); 4. Robbie Dunham (Yam); 5. Brian Farrell (Yam).
500 NOV: 1. Jason Higgins (Kaw); 2. Norm Schiel (Hon).
JR VET BEG: 1. John Conner (Hon); 2. Assaf Alush (Hon); 3. Wes Renken (Hon); 4. John Worthy (Yam).
JR VET NOV: 1. Mike Licitra (Suz); 2. Bob Gorman (Yam); 3. Gabi Abayou (Hon): 4. Mike Johnson (Suz); 5. Mike Embry (Suz).
JR VET INT: 1. Chuck Kober (Suz).
VET BEG: 1. John Adams (Suz); 2. Matt Arant (Kaw); 3. Patrick Dulan (Kaw); 4. Jim Stuffelbeam (Hon); 5. Brian Broussard (Suz).
VET NOV: 1. Mike Licitra (Suz); 2. Jeff Stapleton (Hon); 3. Brett Allen (Hon); 4. Marv Church (Yam); 5. Darrell Sanders (Yam).
VET INT: 1. Bruce Tebo (Hon); 2. Rob Healy (Hon); 3. Dean Ostrander (Suz); 4. Ed Tripp (Hon); 5. Eric Fleming (Kaw).
VET EX-PRO: 1. Jon Zahrt (Yam); 2. Rich Truchinski (Hon); 3. Eric Casas (Yam); 4. Rodney Morrison (Hon); 5. Leo Saul (Yam).
SR NOV: 1. Ress Benson (Hon).
SR INT: 1. Norm Schiel (Hon).
OTH JR VET: 1. Harold Smith (KTM); 2. Kyle Reutgen (Suz); 3. Jon Lundberg (Yam); 4. Becky Gregg (Hon).
OTH NOV: 1. Gary Wessels (Hon); 2. Kirk Muraoka (Hon); 3. Frank Derby (Hon); 4. Larry Kirsch (Hon); 5. Aaker Larnkjaer (Suz).
OTH AM: 1. Don Meiner (Hon); 2. Ruthann Renaux (Suz); 3. Dennis Tooman (Yam); 4. Gabe Gutierrez (Hon); 5. Buss Moeller (Hon).
OTH EX: 1. Dan Bernardino (Suz); 2. Robert Fiesler (Kaw); 3. Jim Smith (KTM); 4. Charles Howell (Yam); 5. Scott Freeman (Hon).
OTH MSTR B: 1. Dennis McAdam (Kaw); 2. G.L. Williams (Suz); 3. Bill Schultz (Yam); 4. Rhett Higgins; S. Bob Dunham (Yam).
OTH MSTR A: 1. Jerome Gibson (Hon).

Yamamoto motors to Spokane HM win

By Karin Lang

SPOKANE, WA, JULY 20
Ronny Yamamoto led the triumphant return of flat track racing to Spokane as he won the Pro Twin class in the first half mile event held at the Playfair Race Course since 1918.

Yamamoto grabbed the lead in his Pro Twin heat race and again in the Pro Twin main, leaving everyone else in the field to eat his dust. Rex Fisher looked as if he would get by Yamamoto early in the race, but Yamamoto managed to put a lot of track between himself and the field by the fifth lap. Fisher finished second, while Lonny Kopp held on for third.

The 600cc race looked much like most Northwest races lately, with Dan Stanley out in front of a pack of 16 riders. Stanley and Jeff Annen shared the holeshot, but Annen couldn't hold it and eventually fell back to ninth. No one ever appeared to challenge Stanley's lead, which grew throughout the race. Mark Corsetti and Jesse Sanchez fought for second, with Corsetti eventually gaining the second-place spot with Sanchez in third. Spokane's Steve Liberty, the local favorite, finished in fourth.

The Pro Am race was a drag race for first between Christian Vernon and Todd Hagmann during the early laps, but Vernon's bike blew up and ended his race during the early laps. Hagmann pulled ahead of the pack and held a comfortable lead for the rest of the race over second- and third-place finishers Steven Arndt and Ronnie Reiner.

Results

PRO TW: 1. Ronny Yamamoto; 2. Rex Fisher; 3. Lonny Kopp; 4. Matt James; 5. Jerry Southworth.
600 PRO: 1. Dan Stanely; 2. Mark Corsetti; 3. Jesse Sanchez; 4. Rusty Yamamoto; 5. Rex Fisher.
PRO AM: 1. Todd Hagmann; 2. Steven Arndt; 3. Ronnie Reiner; 4. Dean Autrey; 5. Jesse Ennis.
VINT: 1. Matt James; 2. Brian Watson; 3. Rob Kopp; 4. Dave Bolich; 5. Beau Brown.

Wood wraps up women's Unadilla MX thriller

By Debbie Mathews

NEW BERLIN, NY, JULY 20-21
Round two of the AMA U.S. Women's Motocross League Outdoor Championship Series sponsored by Kawasaki, Honda, and Acerbis rolled into Unadilla along with the 125/250cc National MX Series and proved to be an exciting class.

Kawasaki Team Green guns Kristy Shealy and Dee Wood were on hand to challenge round-one winner Amber Hughes. Top finishers Shelly Hickman, Shelly Kann, and Hally Whitecotton were also present. Torrential rains pelted the track Friday, creating a sea of mud and a rider's nightmare.

Moto one was holeshot by Wood, with Shealy, Kann, Hickman, and Hughes in hot pursuit. Hughes passed Hickman and Kann in the big, rough sweeper before the Gravity Cavity. Wood was pressured into a small bobble that cost her the lead position as Shealy streaked into first with Hughes in her wake. Shealy and Hughes raced around the circuit nose-to-tail in a battle to the finish, with Wood failing slightly off the pace. The battle for fourth was hotly contested between rivals Kann and Hickman, while an intense battle between Whitecotton, Sherri Stephens, Tanya Roberts, Mollie Bourke, and Melanie McConnell raged behind.

At the halfway point, Wood launched out of Gravity Cavity and careened off of the track. This was all Shealy need to secure the win, followed by Hughes and a disappointed Wood. Hickman took fourth, followed by Kann, Whitecotton, Roberts, Bourke, Stephens, and McConnell.

Wood holeshot again in the second moto on Sunday, with Shealy, Hughes, Kann, Hickman and the pack clawing for position in front of 12,000 fans. Wood and Shealy quickly put distance on the field, with Hughes trailing in third. Shealy and Wood were putting on a spectacular show for the fans. With just half a lap remaining, Shealys' bike seized and rolled to a stop. Wood raced on to victory, followed by Hughes, Kann, Hickman, and Whitecotton. Sixth place went to Bourke and Tiffany Reed, Roberts, Jessica McConnell, and Misty MacMillian rounded out the top 10.

Wood's 3-1 edged out Hughes' 2-2 score for the overall. Kann squeaked into third with a 5-3 over Hickman's 4-4. Whitecotton finished fifth overall.

Results

WMN: 1. Dee Ann Wood (Kaw); 2. Amber Hughes (Suz); 3. Shelly Kann (Yam); 4. Shelly Hickman (Suz); 5. Hally Whitecotton (Yam).

Dean dominates at Frelin Motocross

By Ray Woods

MARLETTE, MI, JULY 21
KTM-mounted Calvin Dean would not be denied as he rode flawlessly to win the very competitive 50 Junior class for 4- to 6-year-old racers. The all-new Pee Wee track was nicely prepared for the best racers Michigan and Canada had to offer.

At the start, it was Cory Snelgrove from Canada roosting into the first corner ahead of Dean, with Dustin Droscha and Bryan Butzin in tow. Eventual second-place finisher Daniel Aulseybrook crashed in the first corner, but quickly remounted and began to charge through the pack. Dean held it on longer going into the left-hander at the bottom of the leap, taking the inside line away from Snelgrove. Dean looked to be in total control but Aulseybrook, who had just won the first moto of the 50cc Superstock class, remembered all the fast lines and was closing fast.

By the halfway point, Aulseybrook caught Dean and began to pressure him. With less than a bike length between them, Dean took the win in the first moto with Aulseybrook second and Snelgrove third.

After a brief intermission to give the riders a chance to cool off from the blistering sun, the field of nine riders lined up for the start of the second moto. This time it would be Dean with the holeshot followed closely by Aulseybrook, Snelgrove, Dorsch, and Butzin in fifth. The race for first quickly began to look like a repeat of the first moto with Aulseybrook trying to move on Dean at nearly every corner, but Dean had different ideas as he continued to shut the door time after time. At the halfway point Aulseybrook began to show signs of fatigue (and rightly so, after competing in three previous motos in the 85-degree-plus sun) as he slipped off of Dean's pace. At the checkers it was Dean claiming the overall win, with Aulseybrook getting the nod for second, and Snelgrove rounding out the top three.

Results

50 JR (4-6): Calvin Dean (KTM); 2. Daniel Aulseybrook (KTM); 3. Cory Snelgrove.
125 A: 1. Chris Lueth (Hon); 2. Greg Simpson (Hon).
125 B: 1. Brett Smith (Hon); 2. Jason Colby (Yam); 3. Scott Poland (Hon); 4. Randy Doviak (Suz); 5. Lance Shelton (Yam).
125 C: 1. Justin Thompson (Hon); 2. Andrew Gauvin (Hon); 3. Michael E. Priehs Jr. (Yam); 4. Mike Minjor (Hon); 5. Michael Sullivan (Yam).
125 JR: 1. Randy Doviak (Suz); 2. Jason Vienot (Suz); 3. Nathan Hatfield (Hon); 4. Dustin Sharp (Suz); 5. Joshua Young (Suz).
16-24: 1. Chris Lueth (Hon); 2. Brett Smith (Hon); 3. Scott Poland (Hon); 4. Brad Langtry (Kaw); 5. Christopher Bridgman (Hon).
25+: 1. David L. Beatty (Hon); 2. Mike Himanek (Hon); 3. Tom Deguise (Yam); 4. Randy Lzydorek (Hon); 5. Robert J. Schulte (Kaw).
250 OPEN A: 1. John Buono (Kaw); 2. David L. Beatty (Hon); 3. Mike Himanek (Hon); 4. Tom Deguise (Yam); 5. Robert Schulte (Kaw).
250 OPEN B: 1. Jason Vienot (Hon); 2. Scott W. Poland (Hon); 3. John Bowman (Hon); 4. David Goodwin (Yam); 5. Wayne J. Fraley (Hon).
250 OPEN C: 1. David Sowers (Suz); 2. Brad Langtry (Kaw); 3. Chris E. Schweiger (Hon); 4. Peter M. Donato (Yam); 5. Walter F. Pannick III (Suz).
30+: 1. David Beatty (Hon); 2. Jeff Devereaue (Hon); 3. Bernie R. Smits (Hon); 4. Courtney E. Riester (Hon); 5. Kenneth Rabideau (Kaw).
35+: 1. Mark Reed (Hon); 2. Kenneth Petrillo (Hon); 3. Joseph E. Horchler (Hon); 4. Embert J. Berkers (Hon); 5. Dean D. Hodges (Kaw).
40+: 1. Embert J. Berkers (Hon); 2. Michael E. Priehs; 3. Larry Brock (Hon); 4. Gordon F. Baird (Suz); 5. Stanley E. Salter (Hon).
50+: 1. John L. Schulte (Kaw); 2. Harold E. Butzin Sr. (Suz); 3. William D. Foster (Kaw).

Makinen aces KB Supercross

By Bret Eckert

SACRAMENTO, CA, JULY 26
KTM-rider Aaron Makinen of Auburn swept both motos to take the overall win in the hotly contested 50cc class at KB Racing's Friday Night Supercross. With three of the five races completed, the win puts him in a good position for the championship in the Carmichael Honda-sponsored Summer Series.

Fifteen riders charged to the first corner and a KTM freight train took shape. Makinen, Matt Spencer, Kyle Plunkett and Stenson Womack were just an orange blur as they completed the first lap. Jimmy Breneisen pushed his Yamaha across the finish-line tabletop in fifth. Womack didn't wait long in fourth and on lap two scooted past both Plunkett and Spencer to take over second. Breneisen got into the action and was also able to get around Spencer and advance into fourth. Makinen maintained a comfortable lead through the third lap, while Plunkett overcame Womack to take back second. At the checkered flag it was Makinen winning with a clear margin over Plunkett, Womack and Spencer. Breneisen settled for fifth.

Yamaha-rider Brian Foster took the early lead in the second moto. The rest of the pack jockeyed to establish positions, and after the completion of the first lap Makinen had again emerged as the leader with Womack and Foster in second and third, respectively. The KTMs of Spencer and Plunkett were up in front again, closely followed by Breneisen's Yamaha.

On lap two, Plunkett rocketed into second while Spencer caught his draft and advanced to third. These position changes were at the expense of a fading Womack and Foster, who stopped to take a soil sample. Breneisen styled his PW into fifth. The top nine riders were satisfied with their positions and kept them to the checkers. Makinen and Plunkett repeated their first-moto one-two finish while Spencer was able to top Womack for third. They were followed by Breneisen, J.D. Moore, Foster, Beau Wiegland and Mason Womack.

Results

50 BEG: 1. Aaron Makinen (KTM); 2. Kyle Plunkett (KTM); 3. Matthew Spencer (KTM); 4. Stenson Womack (KTM); 5. Jimmy Breneisen (Yam).

50 NOV: 1. Danny Randasso (Yam).

60 BEG: 1. Troy Plunkett (Kaw); 2. Kyle Hansen (Kaw); 3. Justin Morales (Kaw); 4. Garrett (Kaw); 5. Kyle Mickelson (Kaw).

80 BEG: 1. Joey Vincent (Hon); 2. Steve Mertens (Hon); 3. David Crandall (Suz);

80 NOV: 1. Charlie Morrison (Hon).

80 INT: 1. Jesse Dawson (Hon).

125 BEG: 1. Jesse Dawson (Hon); 2. Pat Harlow (Hon); 3. Tim McPherson (Kaw); 4. Brian Ballard (Hon); 5. Matt Thompson (Suz).

125 NOV: 1. Brandon Jones (Hon); 2. Jim Breneisen (Oss).

125/250 EX: 1. Dustin Bloomfield (Yam); 2. Shawn Parks (Hon).

250 BEG: 1. Craig Nilsson (Hon); 2. John Moore (Kaw); 3. Dan Wyrick (Suz); 4. Mark Merrill (Yam); 5. Joel Tinney (Kaw).

250 NOV: 1. Dave Highfill (Kaw).

VET BEG: 1. John Moore (Kaw); 2. Dan Spencer (Kaw); 3. Brian Ballard (Hon); 4. Clark Plummer (Hon); 5. Mark Hector (Hon).

VET EX: 1. Kamikaze Robertson (Suz).

Cooley gets it at Carlsbad MX

By Seymour Bettys

CARLSBAD, CA, JULY 28

Chris Cooley piloted his YZ125 to the 125cc Intermediate-class win at round three of the Racing Enterprises Summer Series, held at Carlsbad Raceway.

Promoter Frank Thomason pulled a fast one on the racers and changed the direction of the race track, which was also freshly groomed. It's not too often that the rough, natural-terrain Carlsbad course gets tractor work, and many racers were caught off guard by the track's prime condition.

Colin Eberly nabbed the 125cc Intermediate-class lead in the first moto, leading Cooley and Kurt Rood. Several Pros were mixed in with the Intermediates, allowing Eberly to pull away from his two main rivals. Rood hounded Cooley and found his way past on the fifth lap when Cooley spun out in a slippery off-camber section. Just when it looked like Rood had second place wrapped up, he lost his front end in a muddy corner and went down hard. Though he remounted in time to save second, Cooley closed the gap and sneaked past before the moto's end. Eberly scored a comfortable win ahead of Cooley and Rood.

Moto two saw Cooley take command of the lead from the get-go, and he was never challenged. Eberly did his best to close the gap, but was no match for Cooley, who later commented that he was more comfortable in the second moto. Rood ran strong in the early going, but eventually pulled off the track when his bike began to sputter. Cooley's 2-1 scores earned him the overall win over Eberly's 1-2 showings.

Al King made a mockery of the first Over 40 Intermediate-class moto, easily spanking the field. But King was caught off guard by Robert Zingg in the second race, and was forced to settle for second behind Zingg. However, King's second-place finish in the final moto was good enough for the overall win, and he wheelied across the finish line well aware of his victory.

Results

80 BEG: 1. Richard Albach (Yam); 2. Sean McClure (Kaw); 3. Nick Tyree (Yam); 4. David Theyers (Hon); 5. Scott Graham (Yam).

80 JR: 1. Clinton Pierce (Suz); 2. Becky Kukla (Kaw); 3. Travis Bemis (Hon); 4. Jason Carlton (Suz).

80 INT: 1. John Hopkins (Suz); 2. Jake Elkins (Kaw).

125 BEG: 1. Zack Hulcer (Yam); 2. Dave Drago (Hon); 3. Ryan McGhen (Suz); 4. Cliff Jennings (Suz); 5. Jon Meyers (Kaw).

125 JR: 1. Alvin Zalamea (Suz); 2. Ted Kukla (Suz); 3. Ryan Mauhili (Yam); 4. Steve Fry (Hon); 5. Darin Nishimura (Yam).

125 INT: 1. Chris Cooley (Yam); 2. Cohn Eberly (Hon); 3. Kurt Rood (Kaw); 4. Steve LaMonte (Suz); 5. Calvin Hawkers (Kaw).

250 BEG: 1. Russ Prior (Suz); 2. Shad Ramsdell (Suz); 3. Brian Hobbs (Yam); 4. Steve Fry (Hon); 5. Jason Bitters (Suz).

250 JR: 1. Ronnie Densford (Yam); 2. Joe Rempp (Hon); 3. Steve Coster (Hon); 4. Jano Montoya (Hon); 5. Bob Zingg (Suz).

250 INT: 1. Colin Couto (Hon); 2. Chuck Kober (Suz); 3. Tim Olson (Kaw); 4. Steve Nashbar (Hon); 5. Buc Ybarra (Suz).

250 PRO: 1. Lars Eric Larsson (Hon).

25+ INT: 1. Steven Phillips (Yam); 2. Donn Maeda (Yam); 3. John Thomas (Hon); 4. Ken Mallow (Kaw); 5. Hootie Davis (Kaw).

VET BEG: 1. Russ Prior (Suz); 2. David Reynolds (Yam); 3. Bob Morales (Kaw); 4. Tom Wagner (Suz); 5. Mark Christian (Kaw).

VET JR: 1. Bryan Daniel (Suz); 2. Steve Fry (Hon); 3. Daniel Davalos (Suz); 4. Jerry Secher (Kaw); 5. Jeff Van Camp (Yam).

VET INT: 1. Brent Blount (Hon); 2. Rob Wilshire (Hon); 3. Steve Reeves (Hon); 4. Ron Lawson (Yam); 5. Taylor Marcell (Kaw).

VET PRO: 1. Willy Musgrave (Hon); 2. Pete Murray (Suz); 3. Bob Weber (Hon); 4. Jim Odle (Hon).

BMBR B: 1. Steve Hartman (Hon); 2. Miguel Boggiano (KTM); 3. Robert Albach (Hon).

40+ JR: 1. Steven Holtman (Hon); 2. Ira Meiberger (KTM): 3. Joseph Carl (Yam)

40+ INT: 1. Al King (Kaw); 2. Robert Zingg (Suz); 3. Andre Stowe (Suz); 4. Tom Eberly (Hon).

40+ EX: 1. Gary Scott (Suz).

40+ MSTR: 1. Alan Olson (Kaw); 2. Ross Maeda (Kaw); 3. George Kohler (Suz); 4. Tom White (Kaw); 5. Willie Amaradio (Hon).

50+ JR: 1. George Spearing (Hon); 2. Buzz Moener (Hon); 3. Gabe Gutierrez (Hon).

50+ MSTR: 1. Dave Jacobus (Hon); 2. Jody Weisel (Yam); 3. Bengt Johansson (Yam); 4. Horst Leitner (Kaw); 5. Chuck Minert (KTM).

(Right) Chris Cooley (15) scored the 125cc Intermediate-class win over Kurt Rood (8) at round three of the Racing Enterprises Summer Series, held at Carlsbad Raceway in Carlsbad, California. (Below Right) Garth Taylor (86), who performed a double moto sweep of the 125cc Beginner class, leads second-place finisher Taylor Vidor (20) through the corners of Perris Raceway's GFI Night Racing event in Perris, California.

Clark cranks at Perris MX

By Tony Alessi

PERRIS, CA, JULY 20

Fourteen-year-old Randy Clark made a clean break from the mini ranks by scoring his first overall victory in the 250cc Novice class during round four of GFI Night Racing Series held at Perris Raceway in Perris, California.

Lance White had a great first moto in the 250cc Novice class by charging up from a sixth-place start to finish first by the end of the moto. Chris Weedon led five of the six laps but slowed his pace too much late in the moto and was passed by White for the lead. Hard-charging Clark finished off the moto in third place, right on the heels of Weedon, who appeared to be struggling with fatigue.

Weedon picked up in the second moto where he left off in the first moto by leading for the first two laps. Rudy Rodriquez made his presence known by passing Weedon for the lead, but before Rodriquez had a chance to get too comfortable he too was passed by Clark.

Once out front, Clark pulled away with authority and went on for the moto and overall victory, while first-moto winner White was stuck in traffic for much of the race and finished a disappointing fourth behind Weedon, Rodriquez and the night's overall winner, Clark.

Kyle Campbell surprised the 60cc Novice division by winning his debut ride in the class. Campbell, a recent transfer from the 60cc Beginner class, charged to second in the first moto after a hard crash with Intermediate rider Jason Medina. Campbell returned to win the second 60cc Novice moto after early race leader Jarred Brown bailed off, and went on for his first overall victory in the 60cc Novice division.

Results

F/T (4-6): 1. Travis Baker (Yam); 2. Jarrett Logo (Yam); 3. Madison McCarthy (Yam); 4. Ryan Brinigar (Yam).

F/T (7-8): 1. Cohey Germany (KTM); 2. Kyle Holtz (KTM); 3. Dalen (Suz).

50 (4-6): 1. Jon McCarthy (LEM); 2. Brandon Milion (LEM).

50 (7-8): 1. Brian Hiner (KTM); 2. Gerald Rodriguez (KTM); 3. Bobby Hesse (KTM).

50 MOD: 1. Mike Alessi (KTM).

60 F/T : 1. James Turner (Kaw).

60 BEG: 1. Tyson Talkington (Kaw); 2. Brandon Hiner (Kaw); 3. Brody Erwin (Kaw); 4. Ryan Weber (Kaw); 5. Justin Hargrove (Kaw).

60 NOV: 1. Kyle Campbell (Kaw); 2. Jeff Loop (Kaw); 3. Justin Workman (Kaw); 4. Tyson Davis (Kaw); 5. Adam Benavides (Kaw).

60 INT: 1. Zac Wray (Kaw); 2. Jason Medina (Kaw).

60 OPEN: 1. Billy Swapp (Kaw).

80 F/T: 1. Justin Workman (Yam); 2. Bryan Ehmian (Kaw); 3. Craig Baker (Yam); 4. Sean Borkenhagen (Hon); 5. Lou Chamberlain (Kaw).

80 BEG: 1. Tyler Duncan (Hon); 2. Dylan Miles (Hon); 3. Zac Wray (Hon); 4. Joshua Brown (Yam); 5. Kevin Hunter (Yam).

80 NOV: 1. Josua Grant (Cur); 2. Anthony Brucella (Hon); 3. Cory Macomber (Hon); 4. Kevin Gahan (Yam); 5. Brent Line (Suz).

B/W: 1. Mike Camp (Kaw).

80 OPEN: 1. Chris Rogers (Suz).

S/MINI: 1. Chris Rogers (Suz); 2. Mike Camp (Kaw); 3. Brent Line (Suz).

125 BEG: 1. Garth Tarlow (Suz); 2. Taylor Vidor (Yam); 3. Wade Bone (Yam); 4. Andy Campbell (Hon); 5. Jeremy Duncan (Hon).

125 INT: 1. Jerry Atemam (Yam); 2. Josh Warner (Yam); 3. Doug Parsons (Suz); 4. Billy Clifton (Kaw); 5. Jason Abbott (Suz).

125 PRO: 1. Donald Upton (Hon); 2. Mike Chamberlain (Yam); 3. Erik Anderson (Hon); 4. David Hughes (Suz); 5. E.J. Wright (Hon).

250 BEG: 1. L. Ladieu (Hon); 2. Kevin O'Dell (Yam); 3. Gabriel Brune (Hon).

250 NOV: 1. Randy Clark (Hon); 2. Chris Weedon (Kaw); 3. Lance White (Kaw); 4. Rudy Rodriguez (Kaw); 5. Craig Williams (Hon).

250 INT: 1. Mike Battista (Kaw); 2. Bret Milan (Yam).

250 PRO: 1. Steve Drew (Kaw); 2. Justin McMurrich (Kaw).

25+ BEG: 1. Brian Horton (Hon); 2. Allan Tungate (Yam); 3. Steve Tynan (Suz); 4. Robert Asbee (Suz); 5. Todd McBy (Yam).

25+ NOV: 1. Eric Weber (Suz); 2. Garth Tarlow (Suz); 3. Chris Turner (Suz); 4. Jason Geiger (Kaw).

30+ BEG: 1. Guff Germany (Yam); 2. Glenn Daunch (Hon); 3. Jeff Smith (Hon); 4. Glenn Morris (Yam); 5. Russell Straightiff (Kaw).

30+ NOV: 1. Dennis Gallagher (Yam); 2. Jim Kuntz (Hon); 3. Scott Richeson (Kaw); 4. Glenn Perry (Kaw); 5. Steve Berg (Yam).

30+ INT: 1. Todd Gould (Suz); 2. Randy Danylo (Suz); 3. Danny Almond (Hon).

30+ PRO: 1. Glenn Commans (Kaw).

35+ NOV: 1. Mike Carr (Hon); 2. Tim Williams (Hon); 3. Jim Felton (Yam); 4. Greg McCarthy (Hon); 5. Robert Pfetzing (Hon).

35+ INT: 1. Jim Domann (Kaw); 2. Mike Baker (Yam); 3. Jeff Gianni (Suz); 4. Daniel Scharf (Kaw).

40+ NOV: 1. Norm Burns (KTM).

40+ EX: 1. John Atwood (Yam); 2. Ron Burus (KTM); 3. Wayne Cummings (Hon); 4. Dan McClintock (Yam).

Bob Mitchell tops KB Supercross Vet Class

By Bret Eckert

SACRAMENTO, CA, JULY 12

Bob Mitchell used consistent riding to top the field of Vet Beginners at KB Racing's Friday Night Supercross. Mitchell's second-place moto finishes were good for the overall as his competition either crashed out or could not keep up. This was the second of a five-race Summer Series sponsored by Carmichael Honda.

Tony Cross riding a Kawasaki grabbed the holeshot in moto one. Hot on his rear wheel was John Moore and Mitchell. The trio stayed in that order for the next four laps until Mitchell was able to pilot his Yamaha past Moore on lap five. Cross wasn't fazed by the action behind him and maintained the lead position. Behind the leaders, Honda riders Kevin Decker and Dan Cahoon, along with Dan Spencer on a Kawasaki, kept their places and closed in on the fading Moore. Cross looked strong out in front and finished with the win in moto one. Mitchell crossed the checkers with a solid second, while Moore was able to keep his Kawasaki in third ahead of Decker, Cahoon, and Spencer.

Spencer shot into the lead of moto two, while Moore followed in second and Mitchell was right there in third. Moto-one winner Cross was fourth but looked strong as they finished lap one. Decker and Cahoon were well back in the pack, but Cross was on a charge as he zapped Mitchell on lap two and Moore on lap three. He looked to be setting his sights on Spencer for the lead, but trouble struck on lap four.

Cross grabbed too much air over the tabletop and wasn't able to set up for a small kicker jump that vaulted him over the bars and into last place. Mitchell had to wait for the last lap to repeat his pass on Moore and take over second. The rider on the charge, however, was "Coolwave" Decker. He overcame his near-last-place start and was also able work his way past the slowing Moore on lap six.

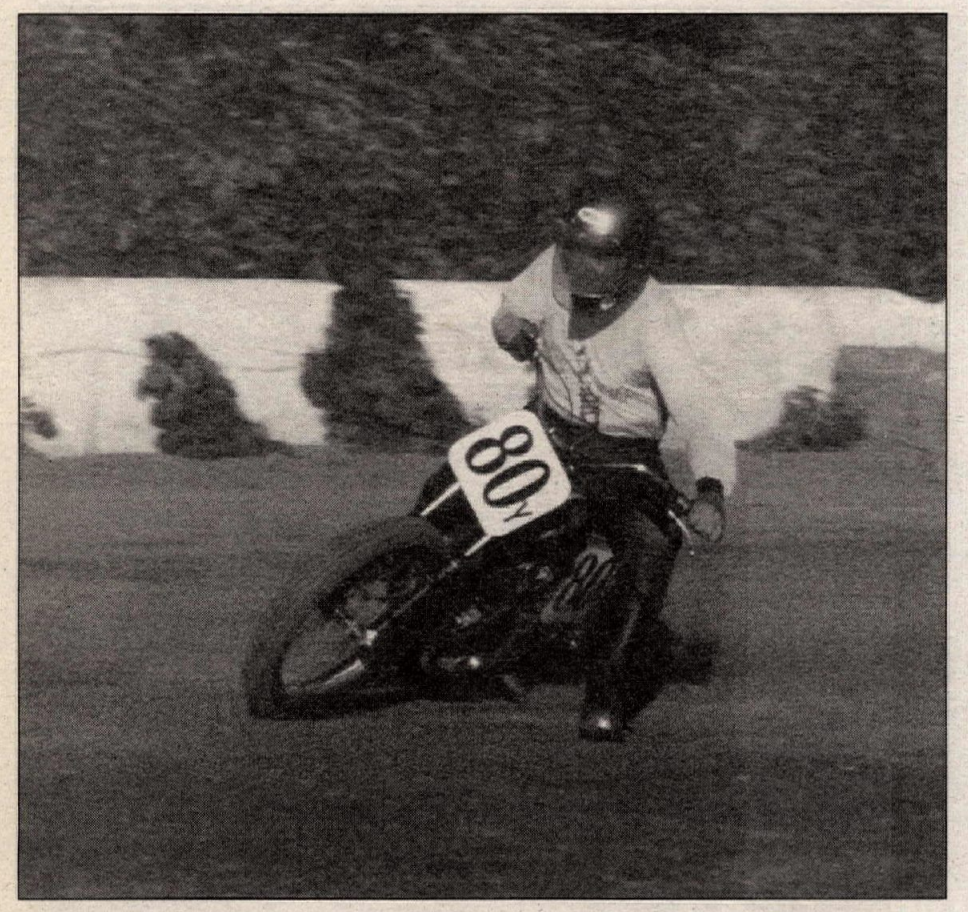
Mitchell held on to second at the finish to earn the overall. Spencer glided to the win and second overall. He was followed across by Decker, third overall with at 4-3, Moore and Cahoon.

Results

50 BEG: 1. Kyle Stambuck (LEM); 2. Matthew Spencer (KTM); 3. Aaron Makinen (KTM); 4. Zachary Hector Yam); 5. Yogi Howard (Yam).

50 NOV: 1. Ryan Ferris (LEM).

60 BEG: 1. Ryan Ferris (Kaw); 2. Chris Budd (Kaw); 3. Kyle Hansen (Kaw); 4. Kyle Parino (Kaw); 5. Kyle Mickelson (Kaw).



(Left) Butch Cochran took the win in the Modern Vintage 250cc class at the AHRMA Western Region dirt track at California's Quincy Speedway. (Below left) J.J. Bonanno (17), Travis Cerny (8), and A.J. Stogner (300) line up for the start of a 125cc Beginner moto at round four of Antelope Valley Fairground's Hot Supercross Nights Series held in Palmdale, California. Bonanno's perfect 1-1 score won him first overall, while Cerny's 3-3 finishes earned him third overall behind Gary Rios.

80 BEG: 1. Joey Vincent (Hon); 2. Jeremiah Gerber (Yam); 3. Seth Harris (Kaw); 4. Allen Kenyon (Suz); 5. Cody Bridenbaker (Suz).

80 NOV: 1. Scott Statler (Suz); 2. Kyle Marsalla (Suz).

80 INT: 1. Jesse Dawson (Hon).

125 BEG: 1. Jesse Dawson (Hon); 2. Pat Harlow (Hon); 3. Paul Tinney (Hon); 4. Nate Williams (Suz); 5. Kevin Berkery (Hon).

125 NOV: 1. Brandon Jones (Hon); 2. Andy Strode (Suz); 3. Eddie Marsalla (Kaw); 4. Jeff Berringer (Hon).

125/250 EXP: 1. Shawn Parks (Hon); 2. Cliff Cook (Yam).

250 BEG: 1. Derek Fassio (Hon); 2. John Moore (Kaw); 3. Danny Eckhardt (Suz); 4. Nick Blain (Yam); 5. Troy Cross (Kaw).

250 NOV: 1. Andy Strode (Suz); 2. Waylon Han (Yam); 3. Don Hodgson (Yam); 4. Jamey Parker (Kaw); 5. William McCune (Suz).

VET BEG: 1. Bob Mitchell (Yam); 2. Dan Spencer (Kaw); 3. Kevin Decker (Hon); 4. John Moore (Kaw); 5. Dan Cahoon (Hon).

VET NOV: 1. Robert Austin (Hon); 2. Jim Breneisen (CZ).

VET INT: 1. Dale Hansen (Hon); 2. Ken Skutley (Hon).

Perry prevails at Quincy vintage Dirt Track

By Margie Siegal
Photo by Gerald Mauricio

QUINCY, CA, JULY 19

Dana Perri was the winner in the Modern Vintage 300-600cc class at the AHRMA Western Regional Dirt Track at Quincy Speedway on the Plumas County Fairgrounds. In addition to the AHRMA racing action, the Plumas County Fairgrounds was also hosting the International Norton Owner's Association rally.

Perri started off by winning his heat, then went on to beat Gary Davis and Matt Rohr in the main. In the second heat, Davis took the lead in the Classic Vintage 750cc class over Gary Bishop and Larry Madrigal, who was running all alone in the Classic Vintage 250cc class.

When Bishop crashed during the third heat race, the Senior class, and Davis and Madrigal elected to take their respective finishes, promotor Mike Lightfoot thought the best way to entertain the Norton-loving partisan crowd was with an impromptu grudge match between the three Nortons on the track. Bill Knight won.

Loud cheering from the stands encouraged Norton-mounted Richard Slusher to win both the heat and the main in the Senior class, with Danny Smart coming in second both times. The 250cc Modern Vintage class saw Butch Cochran win the heat and the main. Former national number holder Gordon Rudy finished second in the main, followed by Davis.

Modern Vintage 750cc machinery lined up for the last event of the evening. Although Davis had won the heat, he could only muster eighth place in the main. Instead, it was Scott Dunlavey, second in the heat, who put together the ride he needed to take the main-event win in the class. Stephen Hensley was second in the main, followed by the popular, Norton-mounted Bill Knight.

Results

MDRN VINT 300-600: 1. Dana Perri (Bul); 2. Gary Davis (Hon); 3. Matt Rohr (Hon); 4. Jesse Kreyling (Bul); 5. Butch Cochran (Hon).

SR: 1. Richard Slusher (Nor); 2. Danny Smart (Hus).

MDRN VINT 250: 1. Butch Cochran (Hon); 2. Gordon Rudy (Kaw); 3. Gary Davis (Hon); 4. Rich Trait (Oss); 5. Greg Gilmore (Yam).

MDRN VINT 601-750: 1. Scott Dunlavey (Yam); 2. Stephen Hensley (BSA); 3. Bill Knight (Nor); 4. Joel Sweeney (Tri); 5. Joe Carrera (Tri).

Bonanno blasts to SX win

By Greg Robertson

PALMDALE, CA, JULY 26

J.J. Bonanno smoked the rest of the 125cc Beginner Division One riders with a perfect 1-1 score at round four of Full Blown Promotion's Hot Supercross Nights Series at the Antelope Valley Fairgrounds.

Bonanno got things started off in his favor by reeling off the first-moto holeshot. Gary Rios gated in second and kept Bonanno in sight for a lap before Bonanno picked up the pace and walked away with the win. Travis Cerny tracked down Rios and turned the last lap into a side-by-side battle, with Rios getting the nod at the checkers.

The second moto was a repeat of the first, Bonanno leading the pack down the long start straight and Rios glued to his back fender. By lap two Bonanno was warmed up and set a blistering pace that left everyone else in the dust. Rios settled for a lonely second, well ahead of Cerny, who fought his way up to third.

Jason Ebel easily topped the first round of 125cc Beginner Divison Two racing after his closest competition, Fred Steele, slid out in mud in the opening lap. Chris Torres finished second just ahead of Steele, Garrett Stines and Mark McMurray.

Steele grabbed the second-moto start over Ebel, Chris Casaus and Stines. Steele managed to stay upright and slowly pulled away from Ebel for the win. Ebel's runner-up finish was good enough for the first-place overall trophy. Torres worked his way past both Casaus and Stines to earn third in the final standings over the 4-5 of Stines.

Travis Preston and Donald Upton waged war over the top spot in both the 125cc and 250cc Pro classes. Preston got Upton on the start every time, but Upton was leading when it counted most, at the checkered flag.

Results

P/W BEG: 1. Brice Rutherford (LEM); 2. Timmy Ritzler (KTM); 3. Nicholas Sanchez (Yam); 4. Brennan McGinnis; 5. Nick Puckett (Suz).

P/W (0-6): 1. A.J. Schahrer (Yam); 2. Shawn Butler (Yam); 3. Shannon Rhinehart (Yam).

P/W (7-9): 1. Wes Hicks (Yam); 2. Tyler White (Yam).

S/STK (0-6): 1. Tanner Langham (KTM); 2. Tylor Hemme (LEM).

S/STK (7-9): 1. Chad Cole (LEM); 2. Ricky Hemme (LEM); 3. Charles Messer (LEM); 4. Douglas Carter (KTM); 5. Tye Hames (KTM).

P/W MOD: 1. Ricky Hemme (LEM); 2. Garrett Metcalf (Yam).

60 BEG: 1. Robert Memoli (Kaw); 2. Scott Stamback (Kaw); 3. Cody Sandefer (Kaw); 4. Anthony Duran (Hon); 5. Chris Mosqueda (Hon).

60 (0-8): 1. Edward Herring (Kaw); 2. Tate Misiaszek (Kaw).

60 (9-11): 1. Jack Van Camp (Kaw); 2. Ricky Hemme (Kaw).

80 BEG: 1. Andy Pierce (Yam); 2. Deuce Rutledge (Kaw); 3. Jack Van Camp (Hon); 4. Cory Baldwin (Kaw); 5. Tate Misiaszek (Yam).

80 (0-11): 1. Scott Howe (Yam); 2. Gerard Patin (Yam); 3. Ricky Parks (Hon).

80 (12-13): 1. Chris Elliott (Yam); 2. J.R. Terry (Yam); 3. Christopher Barrett (Hon).

80 (14-16): 1. David Boothe (Hon); 2. Bryan Haulsey (Kaw); 3. Kenny Caverhill (Yam).

WMN: 1. Patricia Devoll (Kaw); 2. Karl Foster (Suz); 3. Deanna Jenkins (Kaw).

125 BEG I: 1. Jason Ebel (Hon); 2. Fred Steele (Hon); 3. Chris Torres (Kaw); 4. Garrett Stines (KTM); 5. Chris Casaus (Kaw).

125 BEG II: 1. J.J. Bonanno (Kaw); 2. Gary Rios (Suz); 3. Travis Cerny (Kaw); 4. Jason Sanchez (Yam); 5. Brent Cain (Suz).

125 NOV: 1. Travis Smith (Kaw); 2. Lance Austin (Hon); 3. Mike Wilson (Kaw).

125 INT: 1. Adam Pierce (Kaw); 2. Brian Farrell (Suz); Andrew Labrador (Hon).

125 PRO: 1. Donald Upton (Hon); 2. Travis Preston (Suz); 3. Terrance Malan (Suz); 4. Brian Sweany (Hon); 5. D.J. Sweany (Hon).

250 BEG: 1. Rich Rungatis (Kaw); 2. Jason Jones (Hon); 3. Jeff Ellington (Suz); 4. David Caverhill; 5. Bill Fillinger (Hon).

250 NOV: 1. Larry Wise (Hon); 2. Josh Jenkins (Yam); 3. Chad Dodson (Hon); 4. Jake Stubblefield (Suz).

250 INT: 1. Zak Crabb (Yam); 2. Nick Mairose (Suz); 3. Matt Bryant (Kaw).

250 PRO: 1. Donald Upton (Hon); 2. Travis Preston (Suz).

500 BEG: 1. Kim Lord (Hon).

JR VET BEG: 1. Jon Crovetti (Hon); 2. Paul Kuehnel (Yam); 3. Thomas Etchart (Hon); 4. Ralph Calhoun (Hon); 5. Don Fisher.

JR VET NOV: 1. Guy Giffin (Yam); 2. John Turner (Suz); 3. Ron Orner (Hon); 4. Mike Johnson (Suz); 5. Bryan Sudbery (Suz).

VET BEG: 1. Kenneth Barriavlt (Yam); 2. Machael Barrett (Hon); 3. Bob Woods (Kaw); 4. Milo Myers (Yam).

VET NOV: 1. Brent Olheb (Hon).

VET INT: 1. Darin Layton (Yam).

VET EX: 1. Brian Manley (Yam); 2. Jon Zahrt (Yam); 3. Ken Neitzel (Kaw).

SR BEG: 1. Rick Parks (Hon).

Frisz beats more than heat at Orlando Motocross

By Lou Whitney

ORLANDO, FL, JULY 21

Fresh out of a year-long retirement, Jeff Frisz continued to amaze the crowd for the second week in a row at the Yamaha Sunshine State Motocrss Championship Series, by sweeping both motos of the Open Money class.

In moto one it was Todd Gardner with the holeshot, followed by Jarrett Tipping, Frisz, Anthony Pocorobba, and Jeff Lampe. Tipping bobbled in lap two, allowing all of the riders to get around him. Pocorobba turned up the wick during lap three and passed Frisz, then headed for race-leader Gardener.

Gardener and Pocorobba battled at every turn of the next few laps, with never more than a bike length between them. Lap six saw the two riders sail side by side over a triple that turned itself into a 90-degree right-hander. Halfway through the turn, Gardner's bike blew through the berm, taking both Gardner and Pocorobba out of the race and handing the lead to Frisz, who was waiting close behind for such an opportunity.

Gardener remounted and finished the race in fifth place as Frisz took the checkered flag. Frisz was followed by Lampe in second and Jacob Frogg in third.

In moto two it was Frisz in front when the dust cleared, with Lampe, Pocorobba, Gardner and Tipping close on his heels. Lampe was successful in holding off Pocorobba's charges until lap three, when Pocorobba saw his chance and ducked under Lampe to take away the number-two spot. Pocorobba then set his sights on Frisz, reeling him in over the next few laps and using the remaining three laps of the race to try every trick he knew for the pass. Frisz, however, seemed to have a sixth sense and anticipated Pocorobba's every move, hanging on to his lead until the riders crossed the finish line.

Results

P/W BEG: 1. K. Principato (Yam); 2. D. Sabater (Hon); 3. M. Ciminelli (Yam); 4. R. Renner (Yam); 5. M. South (Yam).

P/W STK (4-6): 1. D. Dyess (Lem); 2. T.J. Rhoneelli (KTM); 3. M. Nicolini (Lem); 4. D. Yelenosky (Lem); 5. B. Charlesbois (Lem).

P/W STK (7-9): 1. K. Chisholm (Cob); 2. D. Millsaps (Cob); 3. D. Weyer (Cob); 4. C. Neff (Cob); 5. B. Harper (Cob).

P/W MOD: 1. D. Millsaps (Cob); 2. K. Chisholm (Kaw); 3. R. Renner (Kaw); 4. B. Harper (Cob); 5. D. Weyer (Cob).

60 (5-8): 1. J. Keyes (Kaw); 2. K. Chisholm (Kaw); 3. R. Gamble (Kaw); 4. R. Renner (Kaw); 5. B. Brigghton (Kaw).

60 (9-11): 1. M. Goerke (Kaw); 2. D. Kump (Kaw); 3. D. Millshaps (Kaw); 4. I. Hewett (Kaw); 5. B. Smith (Kaw).

80 BEG: 1. J. Richards (Kaw); 2. J.R. Brewer (Suz); 3. J. Slayton (Yam); 4. B. Pace (Kaw); 5. R. Bryant (Yam).

80 (7-11): 1. D. Truman (Kaw); 2. Q. Bigalow (Yam); 3. J. Moore (Suz); 4. D. Lynn (Suz); 5. D. Kump (Yam).

80 (12-15): 1. C. Sanden (Hon); 2. D. Palato (Suz); 3. J. Jackson (Kaw); 4. P. Dennis (Yam); 5. G. Sabater.

S/ MINI: 1. C. Sanden (Hon); 2. D. Truman (Kaw); 3. Q. Bigalow (Yam); 4. D. Lynn (Suz); 5. J. Jackson (Kaw).

15-25: 1. Mike Bragg (Hon); 2. R. Loggins (Hon); 3. M. Ivanko (Kaw); 4. L. Burgess (Hon); 5. A. Boloni (Suz).

125 BEG: 1. B. Babernitch (Suz); 2. C. Rivera (Suz); 3. S. Hawkins (Yam); 4. J. Hess (Suz); 5. J. Weese (Kaw).

125 C: 1. Chris Lopez (Suz); 2. Tyler Laird (Yam); 3. R. Martin (Hon); 4. J. Cornell (Suz); 5. D. Wright (Yam).

125 B: 1. R. Renner (Yam); 2. R. Loggins (Hon); 3. M. Ivanko (Kaw); 4. R. Stevenson (Suz); 5. R. Webb (Hon).

250/500 BEG: 1. A. Moore (Suz); 2. S. Leggett (Suz); 3. E. Tollet (Yam); 4. C. Trammell (yam); 5. L. Hawkins (Yam).

250/500 C: 1. Mike Delano (Hon); 2. P. Caiazza (Kaw); 3. G. Garner (Yam); 4. D. Schmelyun (Hon); 5. D. Bennetti (Hon).

250/500 B: 1. B. List (Suz); 2. M. Bragg (Hon); 3. M. Lampe (Suz); 4. J. Reynolds (Yam).

OPEN MNY: 1. J. Frisz (Suz); 2. J. Lampe (Suz); 3. J. Tipping (Suz); 4. T. Gardner (Hon); 5. A. Pocorobba (Suz).

25+: 1. T. Gardner (Hon); 2. J. Reynolds (Yam); 3. M. Delano (Hon); 4. J. Kersey.

30+: 1. K. Tallent (Yam); 2. W. Brock (Suz); 3. M. Taylor (Suz); 4. D. Dyess (Hon); 5. B. Whitcomb (Hon).

35+: 1. D. Dyess (Hon); 2. K. Tallent (Yam); 3. G. Bobka (Hon); 4. T. Bragg (Hon); 5. L. Leggett (Suz).

40+: 1. T. Bragg (Hon); 2. G. Bobka (Hon); 3. T. Fogg (Kaw); 4. J. Steidl (Hon); 5. R. Dare (Kaw).

50+: 1. A. Gardner (Hon); 2. R. Dare (Kaw); 3. W. Roberts (Yam); 4. R. Hawk (Yam); 5. L. Whitney (Hon).

WMN: 1. Brianna Millsaps (Kaw); 2. Tammy Higgins (Kaw); 3. Marie Croft (Kaw).

Trait takes SMOG Challenge at Carson City Short Track

By Donna Hall

CARSON CITY, NV, JULY 20

Richard Trait was the winner of the Spanish Motorcycle Owners Group Challenge at a vintage short track at Fugi Park.

Trait rode a restored and quite historic OSSA that Dick Mann rode to victory at Daytona and Santa Fe in 1969. Taking second in the Challenge was John Proto on a Bultaco from Placerville, and third went to Steve Poggi. The SMOG Challenge was the largest event of the evening and enjoyed by all.

The 250cc A Main belonged to Mark Ledbetter on a Suzuki, with Gordon Rudy on a Kawasaki second and Greg Gilmore in third on a Yamaha. The 250cc Vintage A Main was Butch Cochran's. Cochran had the holeshot and hung on for all 10 laps, but Gary Davis and his Honda did not make it easy for Cochran. Cochran had to take the perfect lines to hold off Davis, and took the checkered for the win.

Dana Perri continued his reign of terror in the Open Vintage A class. He had to work for this one as he had Matt Rhor and Butch Cochran to put away before taking the lead. For an eighth-mile oval that did not groove up, the passing was either on a high or low line and Perri used them all. Perri was the winner, Rhor finished second, and Cochran got third. All three riders were mounted on Hondas.

The Vintage Twins event had all eyes popping as Stephen Hensley of the TrackMaster Frame family had a great time on his BSA TrackMaster at 69 years of age. Winning the main was Gary Davis on a Triumph, second went to Marvin Moore on a Norton, and Hensley grabbed third.

Results

SMOG CHAL: 1. Richard Trait (OssA); 2. John Proto (Bul); 3. Steve Poggi (Bul); 4. Jesse Kreyling (Bul); 5. Steve Sprague (Bul).
MODRN 250 A: 1. Mark Ledbetter (Suz); 2. Gordon Rudy (Kaw); 3. Greg Gilmore Yam).
VINT 250 A: 1. Butch Cochran (Hon); 2. Gary Davis (Hon); 3. Frank Rogers (C-A); 4. Richard Trait (OssA); 5. Steve Sprague (Bul).
250 B-C: 1. Vincent Graves (Bul); 2. Stephen Neilson (Kaw); 3. Hayden Cambpell Jr. (Bul).
250 VINT C: 1. Mark Apple (C-A); 2. Mark Lyons (Yam); 3. Larry Madrigal (BSA); 4. David Meiss (Bul).
80 B: 1. Jered McWhirter (Hon).
VINT 600 A: 1. Dana Perri (Hon); 2. Matt Rhor (Hon); 3. Butch Cocrahn (Hon); 4. John Proto (Bul); 5. Jesse Kreyling (Bul).
300-600 VINT C: 1. Billy Hiles (Yam); 2. Steve Poggi (Bul); 3. Lane Allen (Bul).
VINT TWN: 1. Gary Davis (Tri); 2. Marvin Moore (Nor); 3. Stephen Hensley (BSA); 4. Dave Keit (Ric); 5. Joel Sweeny (Tri).
OPEN VET A: 1. Dana Perri (Hon); 2. Butch Cochran (Hon); 3. Ted Thompson (Suz); 4. Joe Carrera (Tri); 5. Gordon Rudy (Kaw).
OPEN VET B-C: 1. Mike Knight (Rtx); 2. Dave Keil (BSA); 3. Danny Smart (Hus); 4. Robby Cadwallder; 5. Gordon Rudy (Kaw).
VINT KNBY: 1. Nick Collin (Hus); 2. Jeff Carson; 3. Ty Carson; 4. Rod Lighthouse (Hon); 5. Mike Knight (Yam).

Karnow captures Meadowlarks Motocross

By Steve and Deb Middlesworth
Photo by Steve Middlesworth

AMHERST, OH, JULY 21
Brian Karnow swept the 125cc B class with 1-1 finishes on the day at the Amherst Meadowlarks Race Park which was a CRA-sanctioned event. Nearly 250 entrants were on hand for the day's racing events.

Karnow, aboard a Kawasaki, ripped the holeshot in moto number one with the Hondas of Brian Belsole, Eric Stevens and Eddie Karban in hot pursuit. Karnow began to build on his lead while Karban stripped Stevens of the third spot and proceeded to run down Belsole up in second. Jeff Willis and Trent Heller brought their Hondas up through traffic and closed down on Stevens and Belsole while Karnow continued to stretch out the margin he had over the group now involved in the battle for second. Heller slipped by Belsole for the runner-up spot with two laps to go but couldn't close down on the commanding lead Karnow had established.

Moto two was a replay with Karnow leading the pack up into the uphill right-hand sweeper until he encountered a freshly watered section and slid out in the middle of the turn, allowing the whole pack to clear him while he tried to remount his bike. Karban took advantage of the situation and assumed the lead with the Yamaha of Ryan Edixon and Willis in tow. Karnow began a relentless assault through the pack and proceeded to run down the leaders in the waning moments of the race. Just before the white-flag lap he succeeded in catching the entire field and eventual win. Karban fended off the late charge of Edixon and captured second for the moto.

In 250cc B-class action, Ray Vagarasoto assumed the lead early in the first moto and went on for the win but in the second moto had to get by the Suzuki of Joe Procker in order to collect the win. Midway through the contest, Procker succumbed to the pressure of Vagarasoto, who then cruised to the easy victory.

Brian Karnow topped the 125cc B class at the Amherst Meadowlarks Race Park in Wooster, Ohio.

Brian Gerth won all four motos he raced in and took double class victories in the Senior and Super Mini classes for the day.

Another multiple victory recipient was Brian Karnow's older brother Vince, who took top honors in the 125cc Pro and Extra classes and beat out Gary Semics in the 250cc Pro class.

Results

P/W JR: 1. Kenny Henry (Yam); 2. Curtis Breeden (Suz); 3. Scott Dye (Yam); 4. Collin Palmer (Yam); 5. Dustin Ratliff (KTM).
P/W SR: 1. Dustin Charcalla (Cob); 2. Greg Kaminski (Cob); 3. Randy Pierpoint (Cob); 4. John Szymanski (Lem); 5. Brad Twining (KTM).
60: 1. Carl Schlecht (Kaw); 2. Scott Garnek (Kaw); 3. Andy O'Donnell (Kaw); 4. Greg Kaminski (Kaw); 5. Paul Leimbach (Kaw).
JR MINI: 1. Kyle Polter (Kaw); 2. Carl Schlecht (Suz); 3. Chris O'Donnell (Hon); 4. Andy O'Donnell (Hon); 5. Alan Mandeville (Hon).
SR MINI: 1. Brian Gerth (Suz); 2. Paul Kissig (Suz); 3. Justin Leiby (Hon); 4. Mike Grahaushas (Kaw); 5. James Jacenty (Kaw).
S/MINI: 1. Brian Gerth (Suz); 2. Paul Kissig (Suz); 3. Allan Weber (Kaw); 4. Kyle Polter (Kaw); 5. Chris O'Donnell (Hon).
SCHBY: 1. Ryan Edixon (Yam); 2. Brian Crist (Hon); 3. Terry Szarka (Hon); 4. Kevin Karasevic (Suz); 5. Patrick Hunyadi (Yam).
WMN: 1. Sheryl Blair (Hon); 2. Angela Moore (Suz); 3. Samantha Snyder (Kaw); 4. Mindy Wildman (Suz); 5. Deanna Haehn (Yam).
125 C: 1. Damien Heater (Hon); 2. Matt Macan (Suz); 3. Kerry Hearn (Yam); 4. John Myers (Suz); 5. Brian Crist (Hon).
125 B: 1. Brian Karnow (Kaw); 2. Trent Heller (Hon); 3. Eddie Karban (Hon); 4. Brian Belsole (Hon); 5. Eric Stevens (Hon).
125 A: 1. Vince Karnow (Kaw); 2. Rick McGuire (Suz).
250 C: 1. Brian Aldridge (Hon); 2. Kevin Price (Hon); 3. Brent Belsole (Hon); 4. Mike Seabolt (Yam); 5. Jared Chonko (Suz).
250 B: 1. Ray Vagarasoto (Hon); 2. Trent Heller (Hon); 3. Joe Procker (Suz); 4. John Diczic (Hon); 5. Rick Hopkins (Hon).
250 A: 1. Vince Karnow (Kaw); 2. Gary Semics (Suz); 3. Trevor Vines (Yam).
EXTRA: 1. Vince Karnow (Kaw); 2. Eric Stevens (Hon); 3. John Diczic (Hon); 4. Chris Ferguson (Suz); 5. Brian Aldridge (Hon).
OPEN: 1. Robin McClain (KTM); 2. Kevin Dexling (Hon); 3. Jim Skok (KTM); 4. Alex Rossborough (Suz); 5. Tim Priestly (Hus).
25+: 1. Ray Vagarasoto (Hon); 2. Eddie Karban (Hon); 3. Brian Belsole (Hon); 4. Robin McClain (KTM); 5. Santino Parisi (Suz).
SR-1: 1. David Flettirick (Hon); 2. Rick Hopkins (Hon); 3. Steve Wilmington (Kaw); 4. Bill Pizzino (Yam); 5. Chuck Cotterill (Hon).
SR-2: 1. Garth Grob (Suz); 2. Ralph Hartlaub (Suz); 3. Tom Stevens (Hon); 4. Brian O'Donnell (Suz); 5. Bill Dodsworth (Hon).
S/SR: 1. George Singler (Hon); 2. Tony Olszko (Kaw); 3. Arlan Vines (Hon).
BMBR: 1. Alex Rossborough (Suz); 2. Justin Stone (Yam); 3. Jason Nabors (Hon).
VINT: 1. James Kostival (Hon); 2. Wayne Mintzzaff (Hon); 3. Howard Cantrell (CZ); 4. Joe Kimes (Hon); 5. Ken Breeden (CZ).

Arndt aces Cambridge ST

By Tim McBride

CAMBRIDGE, MN, JULY 20.
Once again Buzz Arndt recorded a perfect performance in three divisions by winning the Over 50, Over 40, and the Vintage Twin classes at Cambridge Speedway's quarter-mile oval in Cambridge, Minnesota.

Arndt kicked off his day of dominance by racing to victory in the Senior (40+) class. Bob Herman slid past Bob Sutherlin on the last lap to garner runner-up honors, with Paul Koch and Robert Becker in hot pursuit.

The Vintage Twin final was a repeat performance for Arndt as he sped to the checkered flag ahead of Joel Gulbranson. Attention then turned to the battle for third place among Bob Reynolds, Frank Radloff and Joe Blackwell. As the trio entered turn three for the final time, Radloff slipped to the inside of Reynolds. Reynolds closed the door, in effect forcing a bobble from Radloff. Reynolds raced on to third place ahead of Blackwell, who slid past Radloff as he struggled to regain control of his machine.

Arndt was once again out front as the Over 50 class rumbled off the starting line, but he soon came under heavy fire from Charlie Langland. Not far behind, Dave Koch, Bob Sutherlin and Phil Little also gave chase. A tense moment occurred when Robert Keyes fell down in turn three. With no place to go, Radloff slammed into Keyes' bike and went over the bars the hard way. Aside from a few heavy bruises, both riders were uninjured. Arndt and Langland somehow avoided the carnage and raced on to first- and second place finishes.

The Open B final also provided plenty of excitement. As the 10-rider pack rumbled into turn one for the first time, Dave Koch was inadvertently knocked into the path of Tim Zemanovic and Lee Fealey. The end result was a spectacular crash. All three riders were soon on their feet, but Koch's night of racing was over when his bike sustained heavy damage during the melee.

"After I got up," said Koch later, "I saw my front wheel rolling off of the track! That's okay though, at least I can replace that. You can't replace body parts."

The restart saw 250cc B-class winner Marcus Bauer score his second win of the evening via a flag-to-flag romp ahead of Over 30-class winner Tim Gregory, Ron Brisbin, Keegan Iverson and Troy Wiseth.

The Vintage Single final saw a race-long battle between heat-race winner Bob Herman and Paul Koch. On lap three, Paul Koch tucked to the inside of race leader Herman. Koch then edged Herman at the wire to score the win. With two laps remaining, upstart dirt tracker and Novice-class race winner Jay Mereill slid past Phil Little to earn third place honors.

Billy Hoffmiester sped to yet another victory in the Open Pro class. Hoffmiester's teammates Eric Brouhard and Brian Isbell finished second and third. CN

Results

OPEN PRO: 1. Bill Hoffmiester; 2. Eric Brouhard; 3. Brian Isbell; 4. Tim Zemanovic; 5. Verdeen Langland.
250 PRO: 1. Verdeen Langland; 2. Bill Hoffmiester; 3. Tim Zemanovic.
OPEN B: 1. Marcus Bauer; 2. Tim Gregory; 3. Ron Brisbin; 4. Keegan Iverson; 5. Troy Wiseth.
250 B: 1. Marcus Bauer; 2. Keegan Iverson; 3. Dave Wandinger; 4. Steve Doty.
BOTT: 1. Troy Brisbin; 2. Andy Nelson.
50+: 1. Buzz Arndt; 2. Charlie Langland; 3. Dave Koch; 4. John Sutherlin; 5. Phil Little.
40+: 1. Buzz Arndt; 2. Bob Herman; 3. John Sutherlin; 4. Paul Koch; 5. Robert Becker.
30+: 1. Tim Gregory; 2. Brad Frey; 3. Tim Mcbride; 4. Dave Wandinger; 5. Steve Doty.
VINT TW: 1. Buzz Arndt; 2. Joel Gulbranson; 3. Bob Reynolds; 4. Joe Blackwell; 5. Frank Radloff.
VINT TW: 1. Paul Koch; 2. Bob Herman; 3. Jay Mereill; 4. Phil Little; 5. John Gustafson.
STK FRM: 1. Brad Frey; 2. Paul Koch; 3. Bob Herman; 4. Jay Mereill; 5. Lloyd Turner.
NOV: 1. Jay Mereill; 2. Mel Hienen; 3. Bob Becker; 4. Troy Wiseth; 5. Mike Hagford.
85: 1. Adam Henrichs; 2. Anthony Gardner; 3. Troy Johnson; 4. Verlon Langland; 5. Willie Broten.
65: 1. Anthony Gardner; 2. Jacob Mataya; 3. Shawn Burr; 4. Jesse Alto; 5. Troy Solnitski.
50 CHN: 1. Cody Swenson; 2. Randy Dibartolo; 3. Jesse Alto; 4. Brandon Nash; 5. Ashlee Sullivan.
50 SHFT: 1. Kevin Anderson; 2. Alex Gardner; 3. Jeremy Anderson; 4. Keith Swenson; 5. Travis Waschek.

Motorcycle Road Racing on the Fastest Track in the West!

"Racing at Willow with WSMC is like racing a National" James Randolph, Top Pro Road Racer

Manufacturer contingency programs include Suzuki, Yamaha, Kawasaki, Honda, EBC Brakes, Silkolene, FasTrack Riders and more..
Need more track time? Solo GTO/GTU series 50-mile races available during the next 2 events on Saturday evenings - join us!

WSMC presents a New Racers School every month, please call for info. Next WSMC race date is August 17-18, 1996.

Willow Springs is at Rosamond, CA - only 90 miles north of downtown Los Angeles on Highway 14 in the Antelope Valley

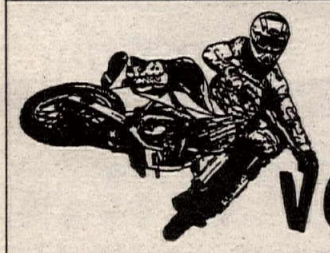
Weekend SuperTicket is $10 per person, children 15 and under free.

Tel: 805.256.1234 Fax: 805.256.1583 E-mail: racewillow@aol.com

WSMC • P.O. Box 911, Rosamond, CA 93560-0911

WSMC WILLOW SPRINGS MOTORCYCLE CLUB

I-40 MOTOCROSS



presents the

$2,000 Pro Purse

VOLUNTEER CHAMPIONSHIP SERIES

SATURDAY NIGHT, AUGUST 31

$2,000 PRO PURSE
Guaranteed – Per Moto

125cc Pro	250cc PRO	25+ VET PRO
1st = $200	1st = $200	1st = $75
2nd = $100	2nd = $100	2nd = $50
3rd = $50	3rd = $50	3rd = $40
4th = $40	4th = $40	4th = $30
5th = $30	5th = $30	5th = $20

PRICES & TIMES

Admission	Entry Fees
Adults $10.00	Amateurs $20.00
Children (6-11) $5.00	Pros $40.00
	Vet Pros $30.00

Gates Open : 2:30 p.m. • Sign-Up: 3-6 p.m.
Practice 4:30 pm • Racing 7:00 pm *sharp!*

REMAINING I-40 EVENTS

July 27	August 31★	October 5★
August 3	Sept. 7	October 12
August 10	Sept. 14-off	October 19-off
August 17★	Sept. 21	October 26
August 24	Sept. 28	

Sunday Day Races
November 3 & November 10

DIRECTIONS
Exit #364 off Interstate 40
10 minutes West of Knoxville, Tennessee
FOLLOW SIGNS

SCOTT USA NIGHT!

- All class winners receive SCOTT CONTINGENCIES.
- Large Championship Trophies awarded thru 5th place
- A Pro Purse will be paid at each round of the series

★ DON'T MISS THE ★
VOLUNTEER
★ CHAMPIONSHIP SERIES★

August 17 - Round 4
August 31 - Round 5
October 5 - $ Final Round $

SUNSTAR SCOTT DUNLOP Stick With Us O'NEAL VP Racing Fuels UNI UNI FILTER

- B-K Motorcycle Service Wartburg, TN
- Lansford Kawasaki, Husaberg Crossville, TN
- J's ATV, Cycle & Ski - Coalfield, TN

FOR MORE INFORMATION
423-986-1617
423-966-3546

Accord Speedway
Whitfield Road

Accord, New York

Semi Pro 1/4 Mile Short Track

Motorcycles and Go-Karts
(914) 626-DIRT (3478)

August 3
August 10*
(No Racing)
August 17
August 24
August 31
Sept. 7

Gates Open	4:00 pm
Practice	6:00 pm
Races Start	7:00 pm

Take exit 19 (Kingston) off NYS Thruway - 1st exit on right 209 south - follow 15 miles Whitfield Road on right - 2 1/2 miles to track

$20.00/class - Entry Fee
100% Payback - Expert Classes

Racing Every Saturday Night

STARWEST SUPERCROSS PARK
(909) 943-4535
(909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.

Saturday, August 10	Saturday Night MX
Saturday, August 17	Saturday Night MX
Saturday, August 24	Saturday Night MX
Saturday, August 31	Saturday Night MX

SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway at the Lake Perris Fairgrounds

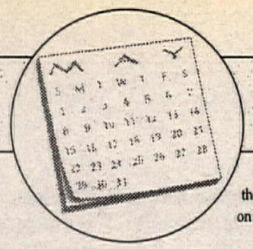
Open Riding Practice
Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm

New! Wednesday Nights
Minis Only!
4:30 pm - 9:30 pm

Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
Pee Wee Track Always Open!

GLEN HELEN RACEWAY PARK
AMA CALIFORNIA AMA
STATE MX CHAMPIONSHIP
OCT. 19-20
24 Hr. Info: 909-880-3090

let's go to BRANSON! Oct. 4-5-6, 1996
no qualifiers-32 classes
Branson, USA
NMA-GNC OR AMA LICENSE REQ'D
1996 national MX Championship
ENTRY FORMS & MORE 909-657-6834



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Switz., Rnd 14

World C'ship 500cc MX Series
8/11 Folkendange, Lux., Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/22 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Four-Stroke Motocross Series
8/12 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 10

North American Sport Bike Series
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series
8/11 Rew, PA
9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert Championship Series
10/8-10 Baja California, Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
8/10-11 Donner, CA, Rnds 6 & 7
9/21 Omaha, NE, Rnd 8
9/22 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/1 Homestead, FL

Great Lakes Region
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
8/17-18 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series
South Central Region
8/31-9/1 Hallett, OK

Southeast Region
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
Info 407/831-7736

AHRMA Historic Cup Series
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
8/10 Hartford, MI
9/11 Hayden, CO
Info 715/842-9699

AHRMA Regional MX Series
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/26-27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY

9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Erie, CO
9/1 Hugo, CO
9/7 Columbus Junction, IA
9/14 Lexington, OK
10/12 Del Mar, CA
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

EARA 50cc-80cc Atlantic Cup Series
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/U.S. Women's MX League Outdoor Championship Series
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/775-7209

Yamaha Sunshine State Championship MX Series
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
* National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National Motocross Series
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

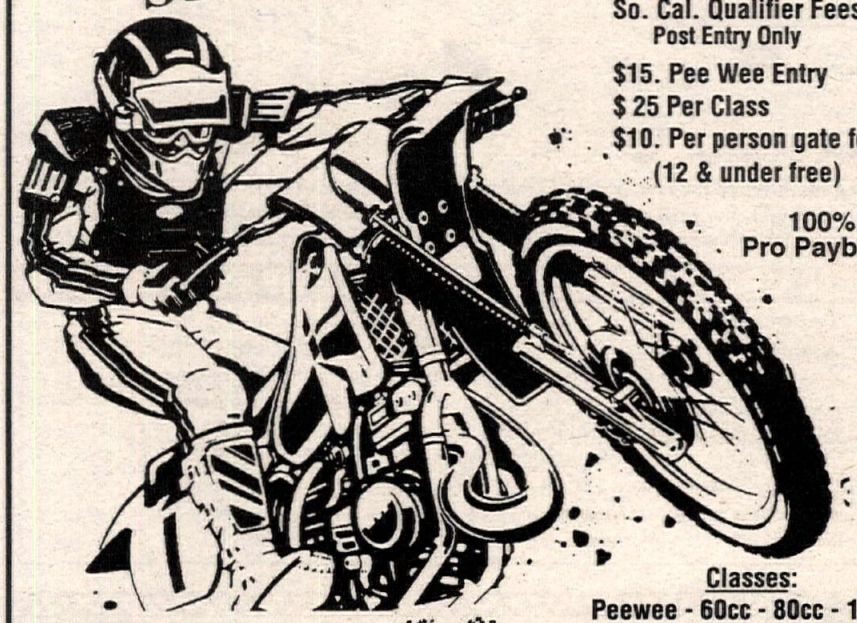
Southeastern Trials Riders Association C'ship Series
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

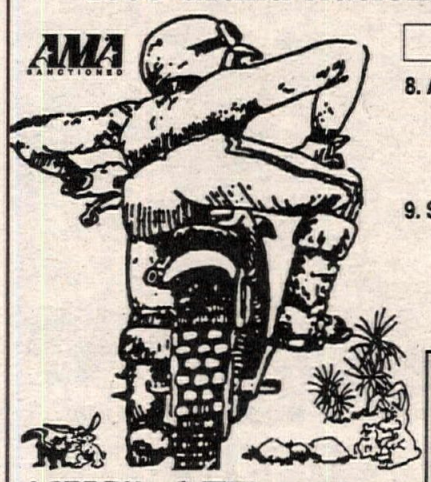
Hammerhead Grand Championship Series
8/18 Wytheville, VA
8/25 Danville, VA

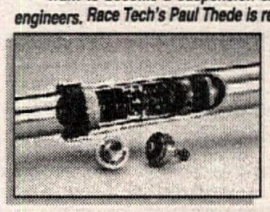
U.S. Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Fall Series
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

YAMAHA Presents AMA The First Annual GLEN HELEN RACEWAY PARK
CALIFORNIA STATE MX CHAMPIONSHIP
Who will become the 1st AMA State MX Champion
Northern, Central or So. Cal rider?
SAT. & SUN. OCT. 19 & 20, 1996
Must have raced a Qualifier to compete in California State MX Championship.
All Classes!
Last Chance!
SOUTHERN CALIFORNIA QUALIFIER
SUNDAY SEPT. 22, 1996
AMA Membership Required
So. Cal. Qualifier Fees
Post Entry Only
$15. Pee Wee Entry
$ 25 Per Class
$10. Per person gate fee
(12 & under free)
100% Pro Payback

Classes:
Peewee - 60cc - 80cc - 125cc
250cc - JR Vet - Vet - Sen
Women - Vintage - Evolution
YAMAHA Official ATV of Glen Helen Raceway Park
GLEN HELEN RACEWAY PARK
Gates: Sat. 21st Open 3 pm for overnight parking close 10 pm.
Sun. 22nd Open 6:30 am, Sign up 7 am, Practice 8 am, Race 9 am
For Information Call 24 Hr. (909) 880-3090
SAN BERNARDINO COUNTY Regional Parks

WISECO/YAMAHA/DUNLOP/ANSWER/BRAKING/ACERBIS
1996 Grand National Cross Country Series

AMA SANCTIONED
Best 8 Scores Count Toward 1996 Series Championship
8. Aug. 24/25 BURR OAKS - Millfield, OH
Rt. 13 of Athens to Millfield
Saturday - Quads/Sunday - Bikes
9. Sept. 14/15 HARDROCK - Fairmont, WV
I-79 to East Fairmont Exit 139,
follow signs to Bunner Ridge
Saturday - Bikes
Sunday - Quads
Entries and Information
RACER PRODUCTIONS
Rt. 12 Box 267
Morgantown, WV 26505
(304) 284-0084
Race 12 Noon
Youth 10AM
ACERBIS SIDI SCOTT WISECO ANSWER BRAKING DUNLOP Stick With Us FMF ITP YAMAHA Oakleys

Paul Thede's Technical Edge Suspension Seminar
Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.

Subjects Covered: Dirt & Pavement
▲ Suspension Theory & Tuning
▲ Springs, Fluids & Valving Theory
▲ Hydraulics & Damping Curves
▲ Shop Training
(You'll receive a suspension manual and certificate of completion)
Limited seating available!

Basic 3-Day Seminar $595.00 Shilo Inn Hilltop, Pomona, CA
September 7,8,9 ($100 off early enrollment closes August 7)
Advanced 2-Day Seminar $595.00 October 26,27 ($100 off early enrollment closes September 26)
PAUL THEDE'S RACE TECH
CALL NOW 909-594-7755 Fax 909-594-6682
3227 Producer Way, #127, Pomona, CA 91768

LABOR DAY WEEKEND

Friday,Aug. 30th -Saturday 31st - Sunday, Sept. 1st

AMA Pro Racing

$30,000. PURSE

WISECO · DUNLOP · ANSWER · ACERBIS · SEA-DOO · Bob Thomas · BRAKING · SCOTT · 1-800-COLLECT · FMF · SKOAL RACING · EK · KARCHER · SIDI · Bogesen · RACER X · FOX · pro-action · CERNICS · Gear

12 mi. East of PA Tpk on Rt. 22 near Delmont. Rt. 66 North 3 mi., then right on Slickville Rd. half mi. approx. (before VW on pole) - Info: (304) 284-0084
Camping available for AMA members & families. Camping fees charged by vehicle.

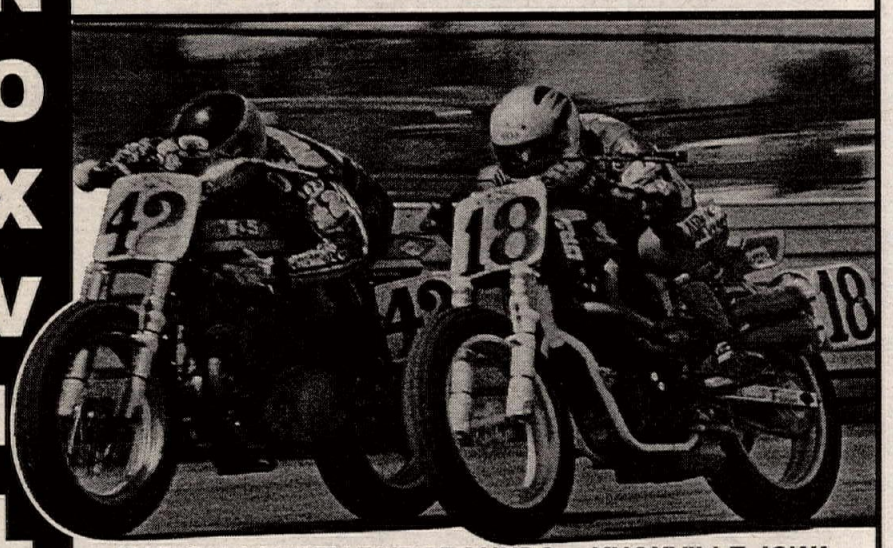
TEAM GREEN WEEKEND SCHEDULE OF EVENTS 1996

Friday, August 30th: Press Day & Pro Practice - Noon - 2 p.m. Amateur MX Practice: 2 - 6 p.m. Admission: $37 (includes Sat/Sun. Ticket - No refunds). There will also be practice Saturday morning.
Saturday, August 31st: Team Green Fall Nationals - Amateur MX Racing. ALL Classes. (No pre-entry required.) Admission: $31 (includes Sun. ticket - No refunds.) Rider Fee $20 - Reg. 7 - 9 a.m.
Sunday, September 1st: Adm. $20 - 125/250cc Professional Motocross National Championships-Qualifiers begin at 10am Main event Race 1p.m. Plus Women's U.S. MX Nationals. Rain or Shine.

KNOXVILLE

Chris Agajanian Presents · AMA Pro Racing · 95 KGGO · Best Western Airport Inn (515) 287-6464 · 92.5 KJJY · Miller Genuine Draft

U.S. MOTORCYCLE NATIONALS



MARION COUNTY FAIRGROUNDS • KNOXVILLE, IOWA

SAT. SEPT. 21, 7:30 P.M.

Tickets & Info: RACE TRACK TICKET OFFICE 515-842-5431 ★ YOUR LOCAL PARTICIPATING MOTORCYCLE DEALERS

OVER the HILL GANG
Saturday, August 17 — Perris, CA
(Practice 4:00 pm • Race 5:30 pm)
Sat. & Sun., Sept 14-15 — Hollister Hills, CA
Bay Area National
The Ultimate 30+ Vet MX Club — Info: (310) 864-6875

GFI RACING (909) 653-4042
A Rider For the Riders

Wed., Aug. 7	GFI Wednesday Practice (3-8 p.m.)	Perris
Sat., Aug. 10	GFI at Night Round 7	Perris
Wed., Aug. 14	GFI Wednesday Practice	Perris
Sat., Aug. 17	GFI at Night Round 8	Perris

*Yamaha Contingency Available

AMA · (209) 673-8080
GFI Racing North
MX Practice Every Wednesday, Little Okie, Madera
1996 GFI Little Okie Summer Series

Fri., Aug. 9	Little Okie, Madera, CA	(Night Race)
Fri., Aug. 16	Little Okie, Madera, CA	(Night Race)
Fri., Aug. 23	Little Okie, Madera, CA	(Night Race)

SRA GP California Schedule
Members — Non Members
Sunday, August 18
Glen Helen, CA
Info (714) 957-2985

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Motorcycle Roadracing Association
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVegas, NV

Metropolitan Sports Committee Fall Series
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
8/10 Perris, CA
* 8/17 Perris, CA
8/24 Perris, CA
* ** 8/31 Perris, CA
* Yamaha & ** Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series North
9/1 Los Banos, CA, Rnd 1
9/8 Madera, CA, Rnd 2
9/15 Madera, CA, Rnd 3
9/29 Los Banos, CA, Rnd 4

GFI Fall Series South
9/8 Perris, CA
* 9/15 Perris, CA
* 9/29 Perris, CA
* 10/6 Perris, CA
* 10/27 Perris, CA
* Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

Roadracing Association of Motocycles Championship Series
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship Enduro Series
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

CMC Trans-Cal MX Nationals
South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA
North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA
Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR
Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

ECEA Hare Scrambles
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship Enduro Series
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Daniels Ridge Supercross
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series
9/22 Capiol Forest, WA
9/28 Walker Valley, WA
10/13 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series
9/7 TBA
10/6 Rimrock, OR
10/27 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series
8/11 Owenton, KY
9/15 Bedford, KY
Info 903/882-4215

California Dirt Track Championship Series
8/9 Madera, CA
8/16 Madera, CA
Info 209/661-0706

Mid South C'ship Summer Hare Scrambles Series
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat Track Championship
8/23 Middletown, NY
8/24 Stafford, CT
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross Racing Series
8/18 Oklahoma, OK
9/1-2 Oklahoma, OK
9/14 Oklahoma, OK
9/28-29 Oklahoma, OK
10/12 Oklahoma, OK
10/26-27 Oklahoma, OK
11/9 Oklahoma, OK
Info 405/677-3333

Western New York Sports Committee
* 8/11 Hunt, NY
8/18 Auburn, NY
9/1 Hunt, NY
9/8 Auburn, NY
9/15 Batavia, NY
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
* Western New York Challenge Series
Info 315/597-1241

Arkansas Hare Scramble Championship Series
8/25 Durham, AR
9/15 Maynard, AR
10/20 Amity, AR
11/3 Springdale, AR
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League
8/17 Lawrenceville, GA
9/14 Lawrenceville, GA
9/29 Carnesville, GA
10/13 Carnesville, GA
11/10 Carnesville, GA
12/8 Carnesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing Series
8/16-18 Indianapolis, IN, Rnd 7
9/6-8 Atco, NJ, Rnd 8
10/5-6 Columbus, OH, Rnd 9
11/7-10 Gainesville, FL, Rnd 10

AUGUST

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

SEPTEMBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

*Denotes Payback

Wed, Aug 7
CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Aug 9-11
OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Formula USA/NASB, Portland. Info: 503/221-1487.

WYOMING MOTOCROSS - Wild West Nationals, Sweetwater Racing, Rock Springs. Info: 801/972-5074.

Fri, Aug 9
* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Night at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

NEVADA MOTOCROSS - CMC/Rico's Pizza Night & Dad's Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing. Oregon Motorcycle Roadracing Ass'n, Portland Int'l Raceway. Info: 503/221-1487.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Aug 10-11

CALIFORNIA TRIALS - AMA/Donner National 2 Day, Donner Ski Ranch, Sacramento. Info: 916-753-2519.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

* UTAH MOTOCROSS - Cedar Raceway, Cedar City. Info: 702/631-6848.

Sat, Aug 10

* ARIZONA MOTOCROSS - Cerbat Motor Sport Club, Cerbat Motor Sport Park, Kingman. Info: 520/757-7438.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Info: 805/272-8889.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Mudslinger Jr., Granville. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* MONTANA FLAT TRACK 1/4 MILE - Montana Motorcycles Unlimited, Night Race, Capital City Speedway, Helena. Info: 406/443-0389.

* NEVADA MOTOCROSS - Desert Nights Series Round 4, Nevada Old Timers, Fernley Int'l Raceway, Fernley. Info: 702/322-4311.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park, Modena, 914/427-2248

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing, Oregon Motorcycle Roadracing Ass'n, Portland Int'l Raceway. Info: 503/221-1487.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - Wild West Nationals, Rnd 8, Sweet Water Racing, Rock Springs. Info: 801/972-5074.

Sun, Aug 11

CALIFORNIA SHOW & SWAPMEET - Classic Japanese Motorcycle Club, Squaw Valley/Lake Tahoe, Olympic Valley. Info: 916/546-7661.

COLORADO KART RACES - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Mountain View, Mead. Info: 303/530-5678.

FLORIDA MOTOCROSS - Florida Vet & Vintage Championship, Central Florida M/C Dealers Series And Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* GEORGIA MOTOCROSS - CRC/Camden Racing Complex Inc., Woodbine. Info: 912/729-5483.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KANSAS MOTOCROSS - K.O.R.R., Summer National, Silver City, Sterling. Info: 316/942-6527.

KENTUCKY HARE-SCRAMBLE SERIES - AMA/Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

* MARYLAND SUPERCROSS - AMA Dist. 7 & 13, Budd's Creek MX Park. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - New England Motocross Assoc., Capeway Rovers, Middleboro. Info: 860/928-2138.

MASSACHUSETTS ENDURO - NETRA, Mudslinger, Granville. Info: 203/875-5757.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 3, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/796-9558.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Yamaha Contingency, South Woods Sportsman, Holiday Mountain Ski Area, Monticello. Info: 914/794-4033.

* NEW YORK MOTOCROSS - AMA/Dist. 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK MOTOCROSS - Hunt Motocross Park, WNYSC Challenge Series Race, Robinson Road, Hunt. Info: 716/476-2697.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Bismarck. Info: 701/343-2094

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLE - CRA/ Proffer Promotions, Round 4 Buckeye Series, Round 5, Blackcoal Series, Big Valley, East Palestine. Info: 330/538-2220.

* OHIO MOTOCROSS - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

* OHIO MOTOCROSS - AMA/Delaware Motocross Park, Delaware. Info: 614/596-2057.

* OHIO SHORT TRACK - MK Raceway/MBK Promotions, Mansfield M.C. Clubgrounds, Mansfield. Info: 419/462-5289.

OREGON RIDE - OMRA/Trailsmen, Road Run, non-points event, Mount Hood. Info: 503/678-2779.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing. Oregon Motorcycle Roadracing Ass'n, Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS & POKER RUN - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A Classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

* WYOMING MOTOCROSS - HPMA/Laramie Dirt Riders. Info: 307/721-3044.

WYOMING MOTOCROSS - SRAC/CCC, Cheyenne. Info: 800/242-6581.

Mon, Aug 12

* KANSAS 1/2 MILE - AMA/Pro-Am and VDTRA Vintage 750 National, Rooks County Fair, Stockton. Info: 970/482-4798.

Tues, Aug 13

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 14

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes plus Pro and XR100 (No Knobbies) Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Holmes County Fair, Millersburg. Info: 614/596-2057.

Thurs, Aug 15

* ILLINOIS 1/2 MILE FLAT TRACK - Badger Racing Association Club, Winnebago County Fair, Pecatonica. Info: 414/699-3387.

Aug 16 - 17

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

Fri, Aug 16

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735 or 313/289-2100.

NEVADA MOTOCROSS - CMC/Carson City Yamaha Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned, Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OHIO MOTOCROSS SUMMER SERIES - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

Aug 17-18

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CONNECTICUT ENDURO - NETRA, Junior Enduro Championship Series, Summer Slam Jr., Union. Info: 203/875-5757.

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Going Out of Business Sale!
ALL PARTS and ACCESSORIES
20%-50% off
• Stock on Hand Only
• Effective until August 31, 1996

GFI RACING
GFI (909) 653-4042
ELSINORE GRAND PRIX
November 8-11, 1996
ENTRIES ARE OPEN

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933
Fri., Aug. 9th Stanley Exhaust Tech Night Speedway/Sidecars/Midgets
Fri., Aug. 16th Orange County Harley Davidson Night Speedway/Sidecars/Harley Races
Fri., Aug. 23rd Trader Magazine Night (#1 Greg Hancock Returns!!!) Speedway/ Sidecars/ Midgets

L.A. Old Timers MX Association
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Sun., Aug. 11 MX Practice 8:00am till 4:00pm
Sun., Aug. 18 SRA Grand Prix
Sun., Aug. 25 Off Road Car, Truck & Quad Racing
Yamaha AMA State Championship Qualifier Sept. 22nd
Chaparral Fall Grand Prix Oct. 13th (Includes Road Course

CRC California Race Schedule
100% PRO PAYBACK
Sat., Aug. 10 Simi Honda Nite - MX L.A.C.R.
Sat., Aug. 17 J. Bones Nite - MX L.A.C.R.
Sat., Aug. 24 30 Minute Photo Nite - MX L.A.C.R.
Sat., Aug. 31 Combo Series (JB Track) - SX L.A.C.R.
Sun., Sept. 1 Combo Series (SG Track) - MX L.A.C.R.
Wednesday & Friday Practice 4p.m. - 9p.m.
Saturday Races Gates Open 3:00p.m. • Practice 4:00p.m. • Race 5:00p.m.
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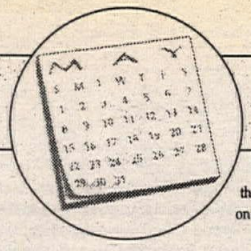

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

ILLINOIS DRAG RACE - AMRA, Midwest Region, 1/4 mile, Gateway International, East St. Louis. Info: 708/250-0838.

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/ Baja Acres Motocross, ATVs on 18th only. Baja Acres. Millington. Info: 517/871-3356.

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

NORTH DAKOTA MOTOCROSS - Turtle River MX Club. Arvilla. Info: 701/343-2094

WASHINGTON POKER RUN - Smuggler Poker Run Northwest Motorcycle Assn/Tocoma Trail Cruisers M.C. Capitol Forest, Olympia. Info: 206/840-0445 or 206/242-7044.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

WISCONSIN TRIALS - W.O.T.A., Mark Doll's farm, Wauzeka. Info: 608/875-5645.

Aug 17-24

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

Sat, Aug 17

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Round 8, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA ARENACROSS - CMC/Tri County Fairgrounds, Bishop. Info: 619/872-1570.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Night Race, Perris. Info: 310/864-6875.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

COLORADO SHORT TRACK & TT - IMI/Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

COLORADO SUPERCROSS - SRAC/Extreme, Grand Junction. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Summer Supercross, Milton. Info: 904/623-6038.

FLORIDA MOTOCROSS - Central Florida Motorcycle Dealers Series and Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

GEORGIA FLAT TRACK LEAGUE - Race #5, Lawrenceville. Info: 770/962-7888.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* KENTUCKY SUPERCROSS - Saturday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEVADA MOTOCROSS - Desert Nights Series Round 5, Reno Over the Hill Gang, Fernley Int'l Raceway. Fernley. Info: 702/322-4311.

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NEW YORK SUPERCROSS SERIES- Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK VINTAGE DIRT TRACK - AHRMA/Classic Bike/Electric City Riders, Duanesburg. Info: 518/365-2257.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - 226 MX/Strick's Cycle, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* NORTH CAROLINA SUPERCROSS - NAME/Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. 17th is non-points. Arvilla. Info: 701/343-2094

* OHIO MOTOCROSS - Poker Run & Corn Roast, Amherst Meadowlarks M.C. Amherst. Info: 216/988-9100.

OHIO FLAT TRACK - Mini & Youth, Bear Creek Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

WASHINGTON MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Washougal. Info: 714/837-3374.

Sun, Aug 18

* ALABAMA MOTOCROSS - Tuskegee Motor Plex, Tuskegee. Info: 334/265-8298.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

* CALIFORNIA VINTAGE T.T. SCRAMBLES AND MODERN CLASSES - Santa Clara Riders Unltd, Hollister Hills SVRA Upper Ranch, Hollister. Info: 408/847-2299.

CONNECTICUT HARE SCRAMBLES - NETRA, Union. Info: 203/875-5757.

CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Double A Promotion, North Florida Raceway, Jacksonville. Info: 904/287-8600.

* KANSAS MOTOCROSS - K.O.R.R., Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

* MARYLAND MOTOCROSS - AMA Dist. 7 & 13, Budd's Creek MX Park. Info: 301/475-2000

* MISSOURI HARE SCRAMBLER - Coffee Creek, Kawasaki & Suzuki, Canton. Info: 573/769-2794 or 573/769-2946.

* NEW YORK MOTOCROSS - AMA/Dist. 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

OHIO HARE SCRAMBLES - Constitution Ridge Raceway, Belpre. Info: 614/593-6704.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS AND HARE SCRAMBLE - The Challenger, Jacksonville. Info: 412/726-5494.

SOUTH CAROLINA MINI-MOTORCYCLE ROAD RACING - Smoky Mountain-Mini Road Racing Assoc., Palmetto Super Track, Elgin. Info: 704/376-5389.

WASHINGTON ROAD RACE - WMRRA, Hoquiam. Info: 206/972-4499.

* VIRGINIA MOTOCROSS - AMA/District 13, District 29, Hammerhead Grand Championship Motocross Series, Wytheville. Info: 804/836-3633.

Tues, Aug 20

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 21

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

WYOMING SHORT TRACK - AMA/Motorsports of America, Wyoming State Fairgrounds, Douglas. Info: 800/544-8714.6

Aug 23-24

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Suzuki East Coast Amateur Nationals, Binghamton. Info: 717/222-9290 or 607/648-49976

Fri, Aug 23

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600cc Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

NEVADA MOTOCROSS - CMC/Thin Air Motorsports Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

NEW YORK FLAT TRACK - AMA Pro Am Northeast Series, On-Time Productions, Orange County Fairgrounds, Middletown. Info: 914/343-4826.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OHIO MOTOCROSS SUMMER SERIES - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Aug 24-25

CALIFORNIA DUAL SPORT - AMA/District 37, Dual Sport, California Trail Rides Hi Sierra 250, Crane Valley USFS Ground Campground, Bass Lake. Info: 714/992-9291.

INDIANA DUAL SPORT - AMA/Stoney Lonesome M.C. Dual Sport Trail Ride Series, Columbus. Info: 512/372-1437.

INDIANA DRAG RACE - IDBA, U.S. 41 Dragway, Morocco. Info: 205/849-7886.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd. Info: 612/332-4070.

TEXAS DRAG RACE - AMRA, National, 1/4 mile, Texas Motorplex, Ennis. Info: 708/250-0838.

Sat, Aug 24

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Round 9, Perris Raceway. Info: 909/653-4042.

CALIFORNIA TRIALS - AMA/ Hard Rock Vintage, Sacramento. Info: 916-753-2519.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

COLORADO SUPERCROSS - SRAC/CMP, Adams County. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* GEORGIA MOTOCROSS - AMA/Trans MX Series - Round 7 Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

ILLINOIS 1/2 MILE DIRT TRACK - Nothing But Dirt Promotions, Menard County Fairgrounds, Petersburg. Info: 217/632-3857.

* KANSAS MOTO/SCRAMBLES - K.O.R.R., Green Acres, Marion. Info: 316/942-6527.

* KENTUCKY ARENACROSS - KTMXA/Paris Dirt-Trackers Inc., Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Knox II Jr., Southampton. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA MOUNTAIN SCRAMBLES - Great Divide Mountain Scrambles, Big Rock Motorsports, Helena. 406/442-2698

NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Rider M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

OHIO MOTOCROSS KX BUCKS - AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* VIRGINIA MOTOCROSS - AMA/Saturday Night Motocross, Danville. Info: 804/836-3633.

WASHINGTON MOTORCYCLE RALLY - Motorcycles West Weekend, Hoquiam 8th Street Landing, Hoquiam. Info: 360/533-5968.

Sun, Aug 25

* ARKANSAS HARE SCRAMBLE - Crossroads, Durham. Info: 501/521-4194.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

CALIFORNIA TRIALS - AMA/ Hard Rock Trials, Sacramento. Info: 916-753-2519.

COLORADO KART RACES - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Second Creek, Denver. Info: 303/530-5678.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

ILLINOIS TRIALS - Variety Riders M.C., Variety Rider M.C. Clubgrounds, Ottawa. Info: 815/434-6143.

ILLINOIS ENDURO - AMA/District 17 Kishwaukee Riders, Baxter Road, Rockford. Info: 815/629-2011 or 398-6581.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Dow City. Info: 515/795-3440.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Al Upah Farm, Tama. Info: 515/484-2875.

* KANSAS MOTOCROSS - KMSA/ Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Center Ridge Rd., DeMossville. Info: 606472-3442.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Mohawk, Cheshire. Info: 203/875-5757.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock, Gardner. Info: 203/875-5757.

* NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park. Moriarty Info: 505/896-0200.

* NEW YORK MOTOCROSS - AMA/125/250 National Motocross, Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NORTH CAROLINA HARE SCRAMBLES - NC Assoc. Series, Devils Ridge, Sanford. Info: 919/776-1767.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 8, Top Gun, Linconton. Info: 423/323-5497.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Beulah. Info: 701/343-2094

OHIO CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Burr Oaks, Millfield. Info: 304/284-0084.

* OREGON MOTOCROSS - CMC/Trans-Cal MX Nationals, Albany SX Track. Albany Info: 541/928-4474.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Danville. Info: 804/836-3633.

WASHINGTON HARBOR HOT LAPS - WMRRA Trophy Street Race, Grays Harbor Port Industrial Area, Hoquiam. Info: 360/533-5968.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Triplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

* WYOMING MOTOCROSS - HPMA/Powder Basin Motocross Club, Gillette. Info: 307/682-0849.

Tues, Aug 27

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 28

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* KENTUCKY MOTOCROSS - AMA/American Motosports Inc., Greenup County Fair, Greenup. Info: 614/596-2057.

Thurs, Aug 29

* CALIFORNIA ARENACROSS - CMC/Tri County Fairgrounds, Bishop. Info: 619/872-1570.

Fri, Aug 30

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

IOWA FLAT TRACK RACE - 8th Annual Nostalgic Antique Motorcycle Half-Mile Flat Track Race, Mississippi Valley Fairgrounds, Davenport. (Aug 31, if 30 is rained out). Info: 319/359-3400.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

NEVADA MOTOCROSS - CMC/Kawasaki of Reno Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned, Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OHIO MOTOCROSS SUMMER SERIES - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, 250/125cc, Pro MX National Championship Finals, Delmont. Info: 304/284-0084.

* WISCONSIN STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Aug 31-Sept 2

CALIFORNIA MOTOCROSS/SUPER-CROSS/GP - CRC Combo Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

UTAH MOTOCROSS - Wild West Nationals Final, Sherwood Hills, Logan. Info: 801/972-5074.

Aug 31- Sept 1

GEORGIA OBSERVED TRIALS - Southeastern Trials Riders Association, Monroe. Info: 770/922-4971 or 784-0284.

HAWAII HARE & HOUND/MOTOCROSS- 42nd Annual Labor Day Event, Team Hawaii Sports, The Garden Island M.C. Kauai. Info: 808/822-0244.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Gingerman Raceway, South Haven. Info: 616/774-9902.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Keene. Info: 860/928-2138.

* OKLAHOMA MOTOCROSS - AMA/Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

OREGON DUAL SPORT - AMA/Lobos M.C. Inc., Dual Sport Trail Ride Series, Portland. Info: 503/656-5801.

PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, 250/125cc, Pro MX National Championship Finals, Delmont. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Steel City. Info: 714/837-3374.

WASHINGTON ROAD RACE - WMRRA, Bremerton. Info: 206/972-4499.

Sat, Aug 31

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Final, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Central Florida Motorcycle Dealers Series and Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions, Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags, Inc., Rawlings. Info: 301/729-6131.

NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

OHIO FLAT TRACK - State Kart Champ, Bear Creek Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Richwood Fair, Richwood. Info: 614/596-2057.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* OHIO SHORT TRACK - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

Sept 1-2

MICHIGAN MOTOCROSS - 2nd Yamaha Series, Baja Acres Motorcycle, Millington. Info: 517/871-3356.

Sun, Sept 1

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

* GEORGIA MOTOCROSS - Georgia Championship Series Round 7, Lazy River MX Ranch, Dalton. Info: 800/661-4812.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia, Info: 208/245-3608 or 245-4940.

KENTUCKY MOTOCROSS - AMA/District 10, Mega Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags Inc., Rawlings. Info: 301/729-6131.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Jon Houde Memorial Race, Millington. Info: 517/871-3356.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 4th Annual Vet & Vintage Reunion, Raceway Park, Englishtown. Info: 908/446-7800

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/ Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

* NEW YORK MOTOCROSS - Seventh Annual Scott U.S.A Day, Hunt MX Park, Hunt. Info: 716/476-2697.

* NORTH CAROLINA MOTOCROSS - Side by Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 910/342-9027 or 342-1037.

* OHIO MOTOCROSS - Season Final, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 330/369-5993.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA DUAL SPORT - AMA/Hudson Valley Off Road Riders, Bluestone 200, Shohola Fire House, Shohola. Info: 914/932-8834.

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

RHODE ISLAND HARE SCRAMBLES - NETRA, Hoot Owl, W. Glocester. Info: 203/875-5757.

* VIRGINIA MOTOCROSS - AMA/District 13, Actiontown Motocross Park, Dillwyn. Info: 804/836-3633.

* WYOMING MOTOCROSS-HPMA, Miles City. Info: 406/232-0663.

Mon, Sept 2

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Yamaha Series, Millington. Info: 517/871-3356.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 216/725-8569.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Labor Day Gala, Christiana. Info: 615/896-3245.

Wed, Sept 4

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Sept 6

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

NEVADA MOTOCROSS - On Trac Events, Carson City. Info: 702/267-4392.

NORTH CAROLINA FLAT TRACK - On Track Promotions, Motorcycle Asphalt Racing Series, Caraway Speedway, Asheboro. Info: 803/626-9455.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium MX Series, Midwest Action Cycle Night, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Sept 7-8

ALABAMA MOTOCROSS - Rocket City Raceway/Huntsville Jaycees, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA DUAL SPORT - Countdown's Hawthorne Run, Bishop. Info: 818/348-8381.

CALIFORNIA GRAN PRIX - AMA/D-37/Baja Promotions, The Cal-City Gran Prix by the Sea, California City. Info: 818/992-6355.

KENTUCKY DUAL SPORT - AMA/K-T Riders, Dual Sport Trail Ride Series, Golden Pond. Info: 502/522-6624.

* MISSOURI MOTOCROSS - Suzuki RM Cup, Branson USA MX, Branson. Info: 714/996-7040 ext. #309.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, Sept 7

ALABAMA MOTOCROSS - Rocket City Raceway Inc., and the Huntsville Jaycees, Old Huntsville Airport, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA TRIALS - AMA/ Bear Boogie Vintage, Sacramento. Info: 916-753-2519.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

CANADIAN/B.C. MOTOCROSS - B.C. Championships. Mission Raceway Park. Info: 604/533-0233.

COLORADO SHORT TRACK & TT/IMI/ Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Canaan. Info: 860/928-2138.

* NEW YORK SUPERCROSS SERIES - State Championship, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA SUPERCROSS - Under The Lights Series, N.A.M.E., Rolling Hills Cycle Park. Reidsville, Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS - Oso Creek Motorcross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WASHINGTON HARE SCRAMBLES - Golden Spike Hare Scrambles, Northwest Motorcycle Assn., Offroad Series/Stump Jumpers M.C. Info: 206/483-9894 or 206/242-7044.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 8

ALABAMA MOTOCROSS - Rocket City Raceway Inc. and the Huntsville Jaycees, Old Huntsville Airport, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA TRIALS - AMA/Bear Boogie Trial, Sacramento. Info: 916-753-2519.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CANADIAN/B.C. MOTOCROSS - B.C. Championships, Mission Raceway Park. Info: 604/533-0233.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

ILLINOIS ENDURO - AMA/Central IL Dirt Riders Assn., National Championship Series, Canton. Info: 309/647-3009.

IOWA MOTORCYCLE HILLCLIMB, SWAP MEET, AND RIDE-IN BIKE SHOW - J&P Promotions, Rain Date September 22, Anamosa. Info: 319/462-6011.

IOWA ENDURO - Iowa Enduro Riders Association, Castana. Info: 515/795-3440.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Anamosa. Info: 515/263-0451.

* KANSAS MOTOCROSS - K.O.R.R., Silver City, Sterling. Info: 316/942-6527.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MASSACHUSETTS ENDURO - NETRA, Greylock, Windsor. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MISSOURI ENDURO - Black Jack Enduro Circuit, Cannon Creek Enduro, Collins. Info: 417/345-6211.

NEW HAMPSHIRE TURKEY RUN - NETRA, Ammonoosuc River, N. Haverhill. Info: 203/875-5757.

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/739-4243.

* NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Ace Motocross, Modena. Info: 914/463-2093.

* NORTH CAROLINA MOTOCROSS - AMA/Dist 29, Fall Series, Devil's Ridge MX, Sanford. Info: 919/776-1767.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Dickinson. Info: 701/343-2094

* OHIO HARE SCRAMBLES - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

TENNESSEE HARE SCRAMBLES - Mid South Hare Scrambles Series, Summertown. Info: 615/859-0873.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern Pro-Am Motocross Fall Series, Elizabeth City. Info: 804/548-1052.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

WASHINGTON ROAD RACE - WMRRA, Seattle. Info: 206/972-4499.

WASHINGTON MOTOCROSS - Pro-Am 3rd Annual event, Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

Tues, Sept 10

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

Wed, Sept 11

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Hocking County Fair, Logan. Info: 614/596-2057.

Sept 11-14

COLORADO DUAL SPORT - AMA/Colorado Sportrides, Dual Sport Trial Ride Series, Steamboat Springs. Info: 303/697-8382.

Fri, Sept 13

* CALIFORNIA SUPERCROSS - B&L Racing Promotions, Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Guernsey County Fair, Old Washington. Info: 614/596-2057.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium MX Series, Lake Geneva Raceway. Lake Geneva Info: 815/728-0823 after 5:30 p.m.

Sept 14-15

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Over The Hill Gang Bay Area National, Hollister Hills, Hollister. Info: 310/864-6875.

COLORADO ROAD RACE - MRA, Steamboat, Steamboat Springs. Info: 303/530-5678.

INDIANA TRIALS - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

INDIANA DRAG RACE - AMRA, Midwest Region, 1/4 mile, U.S. 41 International Raceway, Morocco. Info: 708/250-0838.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd. Info: 612/332-4070.

Sat, Sept 14

ALABAMA MOTOCROSS - Rocket City Raceway/Huntsville Jaycees, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS/SIDECARS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SUPERCROSS - Pro-Am, Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

COLORADO SHORT TRACK & TT/ IMI/ Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Central Florida Motorcycle Dealers Series and Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* GEORGIA MOTOCROSS - AMA/Trans - MX Series - Round 8, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* KENTUCKY ARENACROSS - KTMXA/Paris Dirt-Trackers Inc., Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)

KENTUCKY MOTORCYCLE SUPER-CROSS - Night Races, Hillbilly Raceway, Hatfield. Info: 606/353-4740

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info:417/744-2593

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - 226 MX, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SHORT TRACK - Season Final, Scotty Brown International Racing, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* OKLAHOMA MOTOCROSS - AMA Rules, Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

* VIRGINIA MOTOCROSS - AMA/District 29, U.S. Eastern Pro-Am Motocross Series, Danville. Info: 804/836-3633.

Sun, Sept 15

* ARKANSAS HARE SCRAMBLE - Old Supply Road. Info: 501/935-5188.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 1, Perris Raceway. Info: 909/653-4042.

COLORADO MOTOCROSS - SRAC/Coyote, Colorado Springs. Info: 800/242-6581.

CONNECTICUT RIDE - March of Dimes Birth Defects Foundation, RideAmerica for Healthier Babies, East Hartford Elks Club, East Hartford. Info: 860/290-5440.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS TRIALS - Rock River Riders M.C., Rock River Riders Clubgrounds, Polo. Info: 815/232-2731.

IOWA ENDURO - Iowa Enduro Riders Association, Winterset. Info: 515/795-3440.

* KANSAS MOTOCROSS - K.O.R.R., Grand Prix, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY MOTOCROSS - AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MASSACHUETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MASSACHUSETTS TURKEY RUN - NETRA, Triple B II, New Boston. Info: 203/875-5757.

* MISSOURI HARE SCRAMBLER - Platte County Trailriders, Kawasaki, Suzuki & Yamaha, Kansas City. Info: 816/630-8753.

MONTANA CROSS COUNTRY - Elk Basin Cross Country, Big Rock Motorsports, Helena. Info: 406/442-2698

NEVADA HARE & HOUND - AMA/High Sierra M.C. National Championship Series, Yerington. Info: 702/885-0650.

NEVADA MOTOCROSS - CMC/Silverstate Motocross, Prizes Awarded, Carson City. Info: 702/267-4392.

NEW YORK HARE SCRAMBLES - NETRA, Stateline, Boyntonville. Info: 203/875-5757.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Claverack Motocross, Claverack. Info: 518/828-6149.

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

* OREGON MOTOCROSS - CMC/Trans-Cal MX Nationals, Eugene MX Track. Eugene Info: 541/928-4474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, District 7 expert points, Hanover. Info: 717/359-4310.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, Boondockers, Post. Info: 800/55-TSCEC.

OREGON POKER RUN - OMRA/Jones Creek Trailriders M.C. Rock & Roll Poker Run, non-points event, Camas. Info: 503/678-2779.

* VIRGINIA MOTOCROSS - AMA/Fall Classic & Four Stroke Eastern National, Danville. Info: 804/836-3633.

WEST VIRGINIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Hardrock, Fairmont. Info: 304/284-0084.

* WYOMING MOTOCROSS- HPMA/Series Championship Double Points, Lusk Dirt Riders, Lusk. Info: 307/334-2321.

Wed, Sept 18

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sept. 20-22

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc , 4th Annual International Challenge Championships, Rosamond. Info: 909/674-5357.

Fri, Sept 20

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

* NORTH CAROLINA ASPHALT HALF MILE - AMA/Mars Carolina H-D Dealers Association, New Asheville Speedway, Asheville. Info: 803/626-9455.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium Motocross Series, Lake Geneva Raceway. Lake Geneva Info: 815/728-0823 after 5:30 p.m.

Sept 21-22

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Grattan Raceway Park, Grattan. Info: 616/774-9902.

MICHIGAN MOTOCROSS - Baja Acres M.C. AHRMA on the 21st, Vintage Series on the 22nd, Millington. Info: 517/871-3356.

MISSOURI HARE SCRAMBLER - AMA/Flat River Grand Prix, Kawasaki, Suzuki & Yamaha, St. Louis. Info: 314/427-1204.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

NORTH CAROLINA DRAG RACE - IDBA, 1/8th mile, Piedmont Dragway, Greensboro. Info: 205/849-7886.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

Sat, Sept 21

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Saturday Night Motocross, Riverfront Park, TransCal 2, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross park, Moreno Valley. Info: 909/943-4535.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, AHRMA, Millington. Info: 517/871-3356.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice Also, Carthage. Info: 910/947-5340.

*NORTH CAROLINA SUPERCROSS - Under the Lights Series, N.A.M.E., Reidsville, Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

*KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* MARYLAND SUPERCROSS - AMA Dist. 7 & 13 (Pro National Amateur Day). Budd's Creek Maryland Park. Info: 301/475-2000

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

OHIO MOTOCROSS - YZ Bucks AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* OHIO SHORT TRACK TT - Honda Hills, Linnville. Info: 614/323-3766.

OREGON ROAD RACE - Practice,"Vintage Day" (tentative), Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

PENNSYLVANIA MOTOCROSS - AMA/High Point Raceway, SR/Vet Nationals, Mount Morris. Info: 304/284-0084.

Sun, Sept 22

CALIFORNIA ENDURANCE RACE - Thunderhill Park, Hayward. Info: 510/537-8208.

CALIFORNIA MOTORCYCLE SHOW - Intershows/All - American Motorcycle Show, Oak Canyon Park, Orange. Info: 714/364-9249.

CALIFORNIA MOTOCROSS - AMA, Amateur State Championship qualifier, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTORCYCLE SHOW - 3rd Annual All-American Motorcycle Show. Oak Canyon Park (next to Irvine Lake). Orange. Info: 714/364-9249

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals, Southern California Raceplex. Victorville Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO MOTOCROSS - SRAC/EMP, Berthoud. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

GEORGIA MOTOCROSS - AMA/Paradise Motocross Park, Macon. Info: 912/745-3946 or 912/738-0664.

IOWA ENDURO - Iowa Enduro Riders Association, Stratford. Info: 515/795-3440.

* KANSAS MOTO/SCRAMBLES - K.O.R.R., Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

KENTUCKY MOTORCYCLE SUPER-CROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Motocross
Hillbilly Raceway
Hatfield, KY
July 20
By Dee Dee Williamson

50
Erik Woods KTM
Dude Duncan KTM
Greg Dawson LEM
Justin Steele KTM
60
Adam Francis Kaw
Matt Smith Kaw
Erik Woods Kaw
80 A
Jonathon Stevens Yam
Aaron Donahoe Hon
Derek Estep Kaw
80 B
Andy White Kaw
Brandt Brooks Suz
Adam Francis Kaw
125 A
Jason Racer Kaw
125 B
Fred Duncan Suz
Brandon Cline Kaw
Jay Arnett Suz
250 A
Jeff Brown Suz
Greg Williamson Hon
Scott Varney Hon
250 B
Dale Parsons Yam
Timmy Steele Hon
Keith Bryant Suz
30+
Greg Williamson Hon
Timmy Steele Hon
Brian Lester Kaw
40+
Bill Bagby Hon
OPEN
C.A. Wentz Hon
Keith Fields Hon
R.E. Racer Yam
SCHBY
Derek Estep Kaw
Aaron Donahoe Hon
Jason Racer Kaw
U/L
Jeff Brown Suz
Britton Blair Suz

Motocross
AMA District 14
Morelands MX
Stanton, MI
July 21
By Jerry Smith

125 A
Jeremy Booher Kaw
Keith Pagel Suz
Joel Dienhart Kaw
Lee Anderson Hon
Jeremiah Slayton Suz
125 B
Nathan Miller Suz
Jamie Beckett Suz
Jerry Smith Yam
Luke Greenland Suz
Chris Wickline Yam
125 C
Billy Hopper Hon
Ryan Tow Hon
Chad Remelts Yam
Lucas Balch Kaw
Matt Dake Suz
125 JR
Josh Cunningham Suz
Luke Greenland Suz
Dallas Fletcher Hon
Derek Sargent Suz
Jamie Beckett Suz
16-24
Mark Glenn Suz
Joel Dienhart Kaw
Kenneth Mitz Kaw
Jeff Vernon Kaw
Travis Crooks Kaw
25+
Mike Ferguson Kaw
Aaron Apostol Yam
Doug Ferguson Hon
David Kensington Suz
Dannie Larder II Yam
250 OPEN
Kevin Hildenbrant Hon
Jeremy Booher Kaw
David Kensington Suz
Mike Ferguson Kaw
250 OPEN
Ryan Dewey Hon
Jason Perry Hon
Michael Worden Yam
Chris Wickline Yam
Dannie Larder II Yam
250 OPEN
Ryan Tow Hon
Steven Hugenell Sr. Yam
Scott Gibson Suz
Lawrence Zietz Jr. Suz
Joe Yock Kaw
30+
Scott Currie Hon
Steve Holland Hon
Bert Donaldson Hon
Matt Hoprocks Suz
Victor Edgar Suz
35+
Scott Currie Hon
Matt Hoprocks Suz
Tim Roberson Yam
Paul Rose Hon
William Vaun Hon
(4-8) SGL
Anthony Jennings Yam
Michael Chapman Yam
Tiffany Long Yam
Justin Vanacker Yam
Jordan Dryer Hon
40+
Frank Helms Kaw
Jeffrey Bost Hon
Steven Hugenell Sr. Yam
Kelvin Travis Yam
Martin Murphy Hon
50+
Ronald Sage Hon
Edward Hieftje III
Skip Krassa Hon
Bill Estill Kaw
Harold Hilbert Hon
60
Marcus Shaver Kaw
Scotty Thomason Kaw
Eric Baird Yam
Grant Moreland Kaw
Marc Manley Kaw
80 (12-15)
Brain Curtis Yam
Ryan Ross Hon
Timothy Hill Kaw
Nicholas Vaughn Kaw
Kyle Kohler Yam
80 (7-11)
Scotty Thomason Kaw
Marcus Shaver Suz
Eric Baird Suz
Kyle Wolff Hon
80
Keegan Myers Hon
Mitch Dervin Yam
Tyler Wethington Kaw
Jon Logan Yam
Scott Klomp Yam
DRY DOGS
Michael Watson Hon
N-CUR
Richard Shearing Hon
Joey Munger KTM
Paul Skrzypczak KTM
David Yount Suz
Vince Mahone Suz
P/W JR
Anthony Jennings KTM
Tyler Murray LEM
Dominic Izzi KTM
Brittany Partin LEM
Wesley Sherman KTM
P/W SR
Corey Slavik Cob
Larry Partin Cob
Dan Baird Cob
Josh Radi Cob
James Henfling Cob

Motocross
AMA District 14
Morelands MX
Stanton, MI
July 20
By Jerry Smith

125 A
Jeremy Booher Kaw
Ryan Geister Suz
Tommy Kirk Yam
125 B
Brett Smith Hon
Jim Wazny Hon
Bert Donaldson Suz
Chris Wickline Yam
Mark Bockheim Suz
125C
Jacob Vander Haar Hon
Ryan Tow Hon
Chad Remelts Yam
Scott Harris Kaw
Matt Dake Suz
125 JR
Luke Greenland Suz
Chris Wickline Yam
Lanny Overholt Suz
Jamie Beckett Suz
16-24
Brett Smith Hon
Michael Worden Yam
Billy Hopper Hon
Christopher Bridgeman Hon
Todd Raska
25+
Rodney Seibert Hon
David Kensington Suz
Aaron Apostol Yam
Richard Nelson Suz
Joseph Sullivan Kaw
250 OPEN A
Jeremy Booher Kaw
Gregg Dalman Yam
250 OPEN B
Ryan Dewey Hon
Robert Jenema Kaw
Michael Worden Yam
Dannie Larder II Yam
Todd Raska
250 OPEN C
Ryan Tow Hon
Scott Gibson Suz
Joe Yock Kaw
Matt McCord Yam
Lane Brumm Yam
30+
Eugene Olsavick Suz
Rodney Seibert Hon
Bert Donaldson Hon
Matt Hoprocks
Frederick Mervau Hon
35+
Scott Currie Hon
Matt Hoprocks Suz
Daniel Chapel Yam
Lawrence Castle Suz
Andrew Kaplanowski Suz
SNGL (4-8)
Anthony Jennings Yam
Michael Sutherland Yam
Jordan Dryer Hon
Lucas Brunn Yam
40+
William Harris Suz
Frank Helms Kaw
Kelvin Travis Yam
Douglas Hilderbrant Kaw
Jeffrey Hill Hon
50+
Harold Hilbert Hon
60
Marcus Shaver Kaw
Scotty Thomason Kaw
Marc Manley Kaw
Corey Slavik Kaw
Thomas Templeton Jr. Kaw
80 (12-15)
Kyle Kohler Yam
Ryan Ross Hon
Charlie Morse Suz
80 (7-11)
Robby Wheeler
Thomas Osmialowski Kaw
Scotty Thomason Kaw
Marcus Shaver Suz
Billy Chappell Hon
80 C
Mitch Dervin Yam
Jon Logan Yam
Keegan Myers Hon
Willy Vander Haar Yam
Matthew Ross Hon
DRY DOGS
Michael Watson Hon
N-CUR
Paul Skrzypczak KTM
Darin Woodcock Yam
Bradley Dalton Kaw
Cory Sutherland Hon
Vince Mahone Suz
P/W JR
Tyler Murray LEM
Anthony Jennings KTM
Brittany Partin LEM
P/W SR
Jerry Lorenz Cob
Larry Partin Cob
Josh Radi Cob
Jerry Plank III LEM
Grant Moreland Cob

Motocross
Southwick, MA
July 14

50
Ben Batchelder Cob
Robert Marshall LEM
Dan Crotty Cob
Francis Colson LEM
Brian Smith Hon
65
Ryan O'Laughlin Kaw
Brian Bagley Kaw
William Decotis Kaw
Ryan Derosier Kaw
Ben Batchelder Kaw
85 C
Justin Thompson Suz
Richard Marshall Suz
Luke Soroka Kaw
Michael Gill Hon
Blake Ferrini Yam
85 B
Chris Tuttle Kaw
Joshua Cennamo Kaw
Eric Smith Hon
Tyler Merrifield Kaw
Thomas Smith Suz
85 A
Ryan O'Connell Kaw
Matt Francis Kaw
Matt Boron Kaw
Russell Eldridge Hon
Chris Tuttle Kaw
125 YTH C
Jesse Bertiaume Kaw
Drew Carpenter Yam
Jeff Lazzari Kaw
Mark Sypher Hon
Ryan McAteer Yam
125 YTH B
Edward Arasimowicz Hon
Ryan O'Connell Kaw
Brandon Brooks Suz
Matt Francis Kaw
Justin Stone Suz
125 YTH A
Dan Pepoon Suz
Jody Galemba Kaw
Joshua Winchell Hon
Greg Webster Yam
Andrew Neureuther Suz
125 B
Dana Johnson Hon
Joshua Winchell Hon
Steve Harris Hon
Mark Crease Hon
Richard Frank Kaw
200 B
Darren O'Brien Kaw
Matt Gronowicz Hon
Darren WIlder Suz
Jason Paquin Hon
Carl Binner Yam
OPEN AM B
Darren Wilder Suz
Randall LaPlante Hon
Michael May Hon
James Sprague Hon
Charles Hathaway Hon
125 NOV C
James Lanning Hon
Stephen Duff Suz
Brian Dugre Yam
David Debeaucourt Suz
Scott Santacroce Hon
200 NOV
Todd Leonard Hon
Bruce Barton Hon
Stephen Duff Suz
Michael Robinson Hon
Dana Johnson Hon
OPEN NOV C
David Debeaucourt Suz
Jeff Martell Hon
Jeff Babin Hon
Scott Clinton Hon
Michael Cove Kaw
125 EX A
John Dowd Yam
Tony Lorruso Hon
Keith Johnson Kaw
Pat Barton Suz
Mike Treadwell Suz
200 EX A
John Dowd Yam
Keith Johnson Kaw
Tony Lorruson Hon
Pat Barton Suz
Shane O'Connor Hon

Motocross
Greene, ME
July 7

50
Ben Batchelder LEM
Robert Marshall LEM
Kyle Harder LEM
Andrew Batchelder KTM
Ken Hall LEM
65
William Healy Kaw
Brian Bagley Kaw
William Decotis Kaw
Ben Batchelder Kaw
Alex Wadsworth Kaw
85 C
Luke Soroka Kaw
Blake Ferrini Yam
Richard Marshall Suz
David Ceruti Hon
Daniel Harding Hon
85 B
Allen Lawrence Suz
Michael Possonnier Suz
Tom Smith Suz
Tyler Merrifield Kaw
Ryan Wadsworth Suz
85 A
Paul Verack Kaw
Matt Francis Kaw
Matt Boron Kaw
Ryan O'Connell Suz
Carl Decotis Hon
125 YTH C
Jason Poulin Yam
Jeff Lazari Kaw
Jeremiah Lynds Yam
William Boehmer Hon
James Cournoyer Kaw
125 YTH A
Dan Pepoon Suz
Jeremy Eardley Hon
Derek Salsbury Kaw
Joshua Winchell Hon
Jesse Little Kaw
125 YTH B
Ryan O'Connell Kaw
Andrew Mathieu Hon
Greg Webster Yam
Mathew Francis Kaw
Aaron Preble Suz
125 B
Joshua Winchell Hon
Adam Nason Kaw
Shaun Stout Hon
Dana Johnson Hon
Tony Rice Hon
200+ B
Bryan Cournoyer Yam
Chris Hilton Hon
Carl Binner Yam
James Sprague Hon
Patrick Coleman Hon
OPEN B
Patrick Coleman Hon
James Sprague Hon
Brian Dow Suz
David Beaudon Hon
Shaun Stout Hon
125 NOV
Jeremy Iverson Suz
Lincoln Spencer Suz
Michael Corbett Yam
Justin Stone Suz
David Johnson Hon
200+ C
Mark Girouard Hon
Kevin Lycette Kaw
David Boucher Yam
Timothy Tollison Hon
George Esteves Suz
OPEN C
Jeremy Iverson Suz
Michael Corbett Yam
David Boucher Yam
George Esteves Suz
Timothy Tollison Hon
125 A
Keith Johnson Kaw
Pat Barton Suz
Mike Treadwell Suz
Shane O'Connor Hon
Patrick Waitt Yam
200 A
Keith Johnson Kaw
Mike Treadwell Suz
Jonathan Keller Hon
Patrick Waitt Yam
Shane O'Connor Yam
OPEN A
Jason Boron Kaw
Paul Goyette Hon
Mike Psaledas Suz
Jody Mitchell Hon
Erik Robie Yam
40+
Jim Meenan Suz
Robert Piche Hon
Joe Ferrini Yam
Jack Weaver Suz
Jim Satryb Hon
40+ N-EX
Joe Machon Hon
Ralph Louttit Suz
William Pemberton Kaw
Merle Monroe Yam
Don LaChapelle Yam
30+ C
Andrew Rivard Suz
Jack Buck Hon
Jerry Monopoli Hon
Don LaChapelle Yam
Brent Haskell Suz
30+ A
Pat Barton Suz
Joe Mikalson Suz
Brent Mace Hon
David Rudnicki Suz
Tom Sonier Kaw
30+ B
Craig Arruda Hon
Lance Longo Suz
David Boisvert Suz
Terry Davis Kaw
John Thompson Suz
35+ A
Joe Mikalson Suz
Brent Mace Hon
Jim Meenan Suz
David Rudnicki Suz
Joe Ferrini Yam
35+ B
Doug Pomeroy Hon
Warren Emerson Kaw
Joe Machon Hon
Ralph Louttit Suz
Merle Monroe Yam

Motocross
Greene, ME
July 6

50
Ben Batchelder LEM
Kyle Harder LEM
Francis Colson LEM
Ken Hall LEM
Justin LaFerriere KTM
65
William Healy Kaw
William Decotis Kaw
Tom Boucher Kaw
Brian Bagley Kaw
Alex Wadsworth Kaw
85 C
Richard Marshall Suz
Luke Soroka Kaw
David Ceruti Hon
William Healy Suz
Daniel Harding Hon
85 B
Allen Lawrence Suz
Michael Possonnier Suz
Eric Smith Hon
Ryan Wadsworth Suz
Tyler Merrifield Kaw
85 A
Paul Veracka Kaw
Mathew Francis Kaw
Matt Boron Kaw
Carl Decotis Hon
Aaron Preble Suz
125 YTH C
Jeff Lazari Kaw
Jason Poulin Yam
Joseph Macomber Hon
Jason Tootell Kaw
William Bohmer Hon
125 YTH B
Andrew Neureuther Suz
Andrew Mathieu Hon
Greg Webster Yam
Aaron Preble Suz
Ryan O'Connell Kaw
125 YTH A
Derek Salsbury Kaw
Dan Pepoon Suz
Ben McCarthy Kaw
Joshua Winchell Hon
Jeff Doane Suz
125 B
Ben McCarthy Kaw
Andrew Neureuther Hon
Shaun Stout Hon
Michael May Hon
Shawn Quagliaroli Suz
200+ B
Bryan Cournoyer Yam
Chris Hilton Hon
Carl Binner Yam
Mark Cokely Yam
Jason Paquin Hon
OPEN B
Michael May Hon
Shaun Stout Hon
Chris Hilton Hon
Carl Williams Suz
Scott Martin Hon
125 C
Stephen Pilgrim Hon
Michael Corbett Yam
Jeremy Iverson Suz
Carl Decotis Hon
Justin Stone Suz
200+ NOV
Dennis Fazio Hon
Chad Golen Suz
David Boucher Yam
Mark Girouard Hon
John Braida Hon
OPEN C
Dennis Fazio Hon
Jeremy Iverson Suz
Stephen Pilgrim Hon
Lincoln Spencer Suzz
Michael Corbett Yam
125 A
Keith Johnson Kaw
Mike Treadwell Suz
Shane O'Connor Hon
Richar Rogers Hon
Pat Barton Suz
200+ A
Mike Treadwell Suz
Keith Johnson Kaw
Shane O'Connor Hon
Pat Barton Suz
Jason Boron Kaw
OPEN A
David Boron Kaw
Jody Mitchell Hon
Keith Goyette Hon
Paul Goyette Hon
Erik Robie Yam
40+
Jim Meenan Suz
Robert Piche Hon
Jim Satryb Hon
Joe Ferrini Yam
Jack Weaver Suz
40+ N-EX
William Pemberton Kaw
Joe Machon Hon
Merle Monroe Yam
Ralph Louttit Suz
Don Lachapelle Yam
30+ C
Keith Ferguson Suz
Jack Braida Hon
Daniel Lepine Kaw
Greg Kenney Suz
Jack Buch Hon
30+ A
Pat Barton Suz
Joe Mikalson Suz
John Camelio Hon
Tom Sonier Kaw
Peter Collins Hon
30+ B
Craig Arruda Hon
Lance Longo Suz
Terry Davis Kaw
Mark Fleming Hon
David Bosivert Suz
35+ A
Jim Meenan Suz
Joe Mikalson Suz
Brent Mace Hon
Robert Piche Hon
Joe Ferrini Yam
35+ B
David Deroisier Suz
Warren Emerson Kaw
Merle Monroe Yam
Joe Machon Hon

Motocross
Mega Series
Lazy River MX
Dalton, GA
June 30

50 (4-6)
Dakota Beavers KTM
Easton Hankins LEM
Cameron Stone LEM
Bradley Pace KTM
Jordan Pittman KTM
50 (7-8)
Michael Ridge Cob
Jeff Lucido Cob
Kassie Wilks LEM
Anthony LaMastro LEM
Brett Slater Cob
60 (7-9)
Andrew Matusek Kaw
Jake Posey Kaw
Austin Albers Kaw
Jeff Lucido Kaw
Josh Davis Kaw
60 (10-11)
Chase Roberts Kaw
Wade Cordell Kaw
D.C. Thomason Kaw
Cody Carroll Kaw
Stephen Norwood Kaw
80 D
Jonathan Jarard Kaw
Jon Guinn Kaw
Jeremy Shelton Hon
Justin Lewis Yam
Jake Posey Kaw
JR MINI
Justin Applewhite Hon
Jacob Saylor Kaw
Jason Bault Suz
Andrew Matusek Kaw
Justin Lewis Yam
SR MINI
Hans Neel Hon
Jon Monk Hon
Kevin Stone Kaw
Chris Addington Kaw
Scott Mitchell Kaw
S/MINI
Hans Neel Hon
Daniel Tesh Kaw
Jon Monk Hon
Kevin Stone Kaw
Justin Applewhite Hon
YTH
Jeff Ryan Suz
Ben Ridle Kaw
Dan Tesh Kaw
Anthony Nash Hon
Josh Whitmire Hon
125 D
Billy Payne Hon
Junior Green Kaw
Ryan Hill Hon
John Flynn Suz
Westin Lee Suz
250 D
Michael Grizzle Hus
Jay Locke Yam
Stephen Waller Suz
Douglas Gragg Hon
Aaron Smith Yam
125 C
Eric Leonard Kaw
Timmy Milligan Suz
Chris Kile Kaw
Derick Hedrick Suz
Josh Knight Suz
250 C
Matt Freed Suz
Lance Anderson Suz
Robert Smith Hon
Austin Gomez Kaw
Kevin Hill Suz
125 B
Jon Boruff Hon
Marcus Hedrick Suz
Preston Rose Kaw
Jeff Ryan Suz
Ben Riddle Kaw
250 B
Marcus Hedrick Suz
Preston Rose Kaw
Chap Harkradar Hon
Zach Cummings Yam
John Watkins Kaw
OPEN AM
Darryl Ahonen Kaw
Glenn Bates Hon
Ron Jones Hon
Jeff Tomlinson Hon
Dexter White Kaw
U/L AM
James Hayes Hon
Shane Lawson KTM
Raleigh Deel Suz
Doug Fenwick Suz
John Upton Kaw
25+ C
Chris Kyle Kaw
Steven Wilbanks Hon
Rick Cooper Hon
Roy Dennie Hon
Billy Harrison Hon
25+ B
James Hayes Hon
Steve Mason Suz
Scott Linkous Suz
Albert McCoy Yam
Joey Singleton Hon
25+ A
Billy Liles Suz
Mike Garrett Kaw
Rick Wright Suz
Bryan Adams Kaw
Chris Thomas Suz
30+ C
Mark Huntsinger Suz
David Tucker Suz
Gary Brown Hon
Rick Cooper Hon
Billy Harrison Hon
30+ B
Albert McCoy Yam
Joey Singleton Hon
R. Andrews Hon
Mike McConnville Yam
Butch Roberts Kaw
30+ A
Billy Liles Suz
Glenn Bates Suz
Bryan Adams Kaw
Ron Jones Hon
Rick Wright Suz
35+
Rick Wright Suz
Ron Jones Hon
Bryan Adams Kaw
Steve Lewis Yam
Patrick Williams Hus
40+
Ron Jones Hon
Steve Lewis Yam
Billy Scoggins Suz
Warner Wilbourn Hon
Vance Chase Hon
48+
Warner Wilbourn Hon
Terrell Welborn Suz
Ted Shortridge Hon
Brad Newton Kaw
Greg Dennison Hon
125 PRO
Ricky Carmichael Kaw
Jim Neese Hon
Nathan Ramsey Suz
Billy Liles Suz
David Culton Hon
250 PRO
Ricky Carmichael Kaw
Jim Neese Hon
Billy Liles Suz
Nathan Ramsey Suz
David Culton Hon

Motocross
Southwick, MA
June 30

50
Kyle Harder Cob
Ben Batchelder Cob
Robert Marshall LEM
Dan Crotty Cob
William Slattery LEM
65
Brian Bagley Kaw
William Healy Kaw
Dan Denoncourt Kaw
William Decotis Kaw
Alex Wadsworth Kaw
85 C
Luke Soroka Kaw
Richard Marshall Suz
Ken Murray Hon
Tom Smith Suz
David Ceruti Hon
85 B
Chris Tuttle Kaw
Eric Smith Hon
Joshua Cennamo Kaw
Joshua Rorrie Kaw
Ryan Wadsworth Suz
85 A
Mathew Francis Kaw
Carl Decotis Hon
Matt Boron Kaw
Ryan O'Connell Kaw
Russell Eldridge Hon
125 YTH C
Tim Koenig Hon
Jason Poulin Yam
Jeremy White Hon
Mark Sypher Hon
Matthew Evans Hon
125 YTH B
Andrew Neurether Suz
Michael McInerney Suz
Greg Webster Yam
Ryan O'Connell Kaw
Andrew Ballou Kaw
125 YTH A
Dan Pepoon Suz
Jeremy Eardley Hon
Joshua Winchell Hon
Derek Salsbury Kaw
Matt Jakan Hon
125 B
Matt Charron Suz
Dana Johnson Hon
Michael May Hon
Joshua Winchell Hon
Shawn Stout Hon
200+ B
Bryan Cournoyer Yam
Matt Charron Suz
Jason Maslowski Hon
Jeff St. Pierre Yam
Darren Wilder Suz
OPEN AM
Jeff St. Pierre Yam
Shawn Stout Hon
Vidal Gamache Hon
Randall LaPlante Hon
Terry Davis Kaw
125 C
Jeremy Barrows Suz
Brian Dugre Yam
Tim Koenig Hon
Stephen Pilgrim Hon
Stephen Duff Suz
200+ C
Todd Leonard Hon
Bruce Barton Hon
Matt Gero Hon
James Medeiros Hon
Tom Audet Yam
OPEN C
Robert Currie Hon
Tony Dickerson Suz
Ed Burdick Hon
Scott Clinton Hon
Jeff Martell Hon
125 A
Scott Carter Hon
Patrick Waitt Yam
Mike Treadwell Suz
Shane O'Connor Hon
Pat Barton Suz
200+ A
Pat Barton Suz
Scott Carter Hon
Keith Johnson Kaw
Mike Treadwell Suz
Pat Waitt Yam
OPEN A
Jason Boron Kaw
Jody Mitchell Hon
Tom Violette Kaw
Chris Johnson Hon
Paul Goyette Hon
40+
Jim Meenan Suz
John Delgrosso Suz
Jack Weaver Suz
Jim Satryb Hon
Henry Komosa Suz
40+ N-EX
Merle Monroe Yam
Robert Baer Kaw
Joe Machon Hon
Ralph Louttit Suz
David Wheatley Kaw
30+ C
Michael Vidal Kaw
David Reminick Hon
Michael Geary Suz
Karap Dirazonian Yam
Michael Hall Hon
30+ A
Pat Barton Suz
David Paquette Yam
David Vallee Yam
Angelo Santaniello Hon
John Camelio Hon
30+ B
Michael Lewis Hon
David Boisvert Suz
Craig Arruda Hon
John Thompson Suz
Terry Davis Kaw
35+ A
Jim Meenan Suz
Joe Mikalson Suz
Tom Ferriter KTM
John Delgrosso Suz
Jack Weaver Suz
35+ B
Doug Pomeroy Hon
Richard Barlik Suz
Warren Emerson Kaw
Robert Winslow Yam
Merle Monroe Yam

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

QUIK SHOP

Jimmy Button - Team Xtreme/PJ1/Atomic 22/Burnsville Yamaha
Scott Plessinger - '94, '95 GNCC Champion
Jeromy Buehl/Jimmy Gaddis - '95, '96 Arenacross Champ
Kyle Lewis - Team Noleen
Nick Pearson - Team KTM Off-Road
Kevin Crine - Team KTM Motocross
Paul Krause - '95 Baja 500/1000 Champion
Barry Hawk - '93, '94, '95 GNCC ATV Champion

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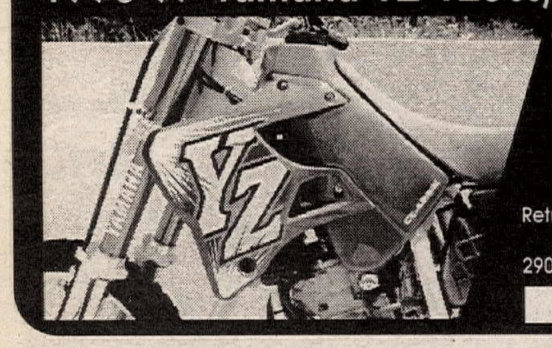

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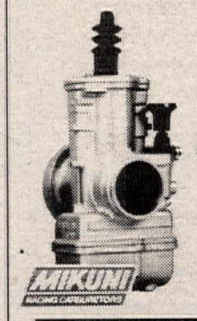

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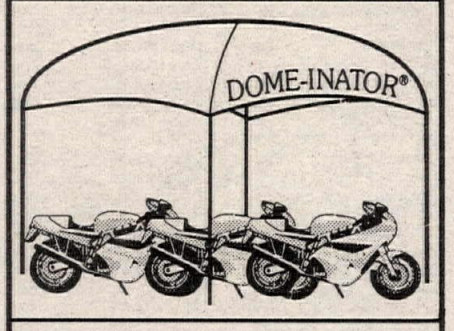

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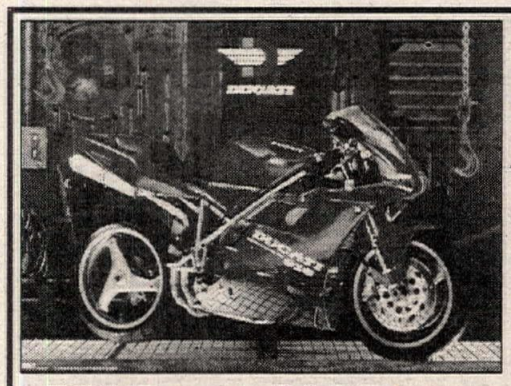
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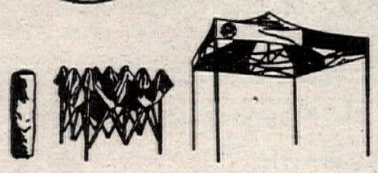

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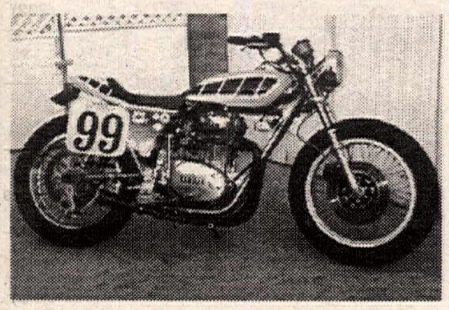

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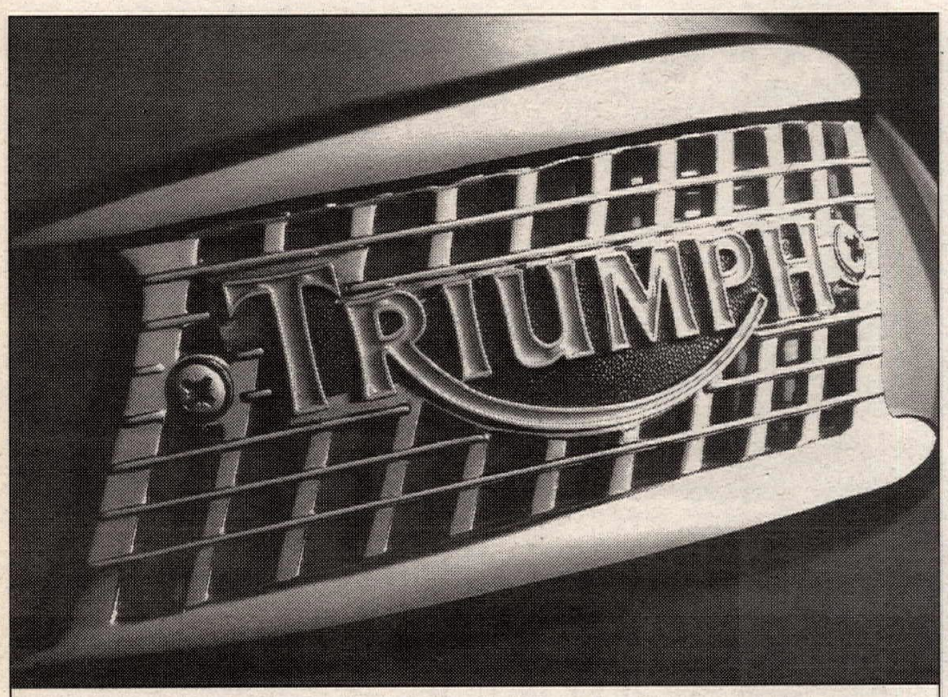

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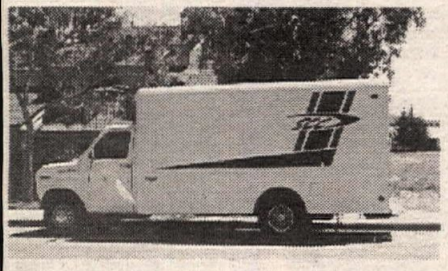

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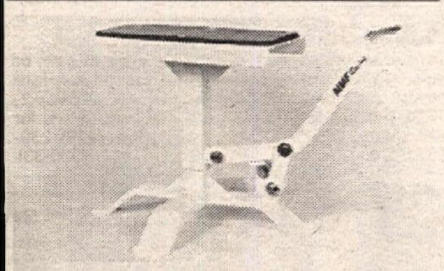

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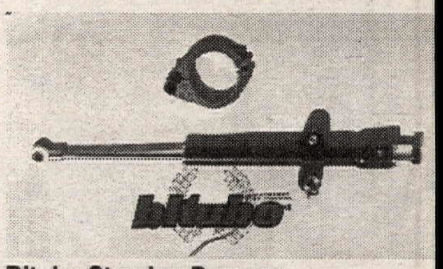

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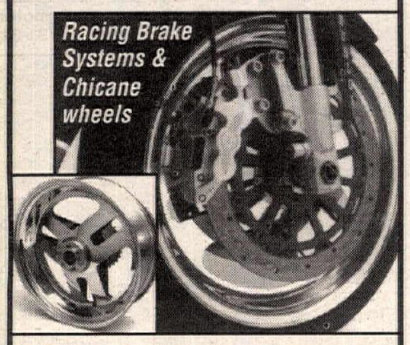

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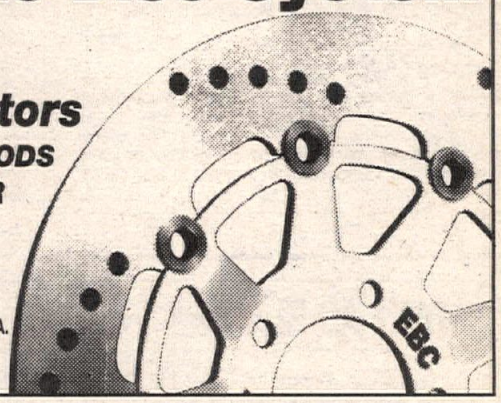

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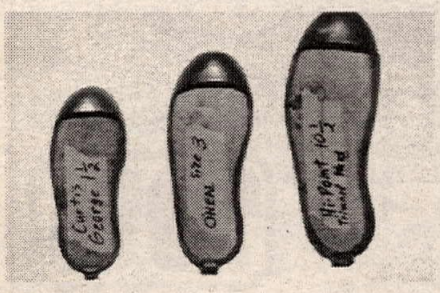

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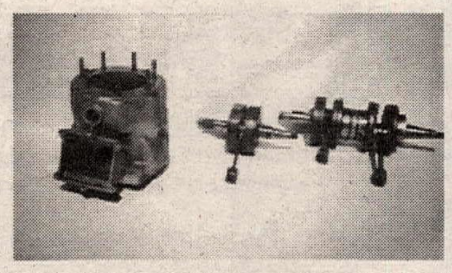

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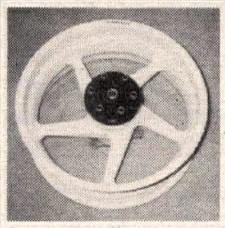

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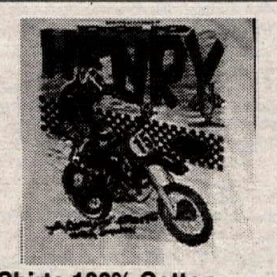

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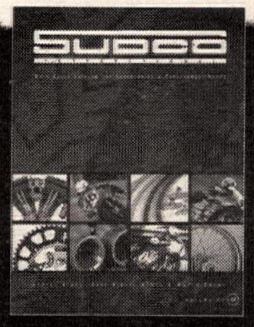

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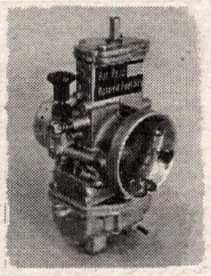

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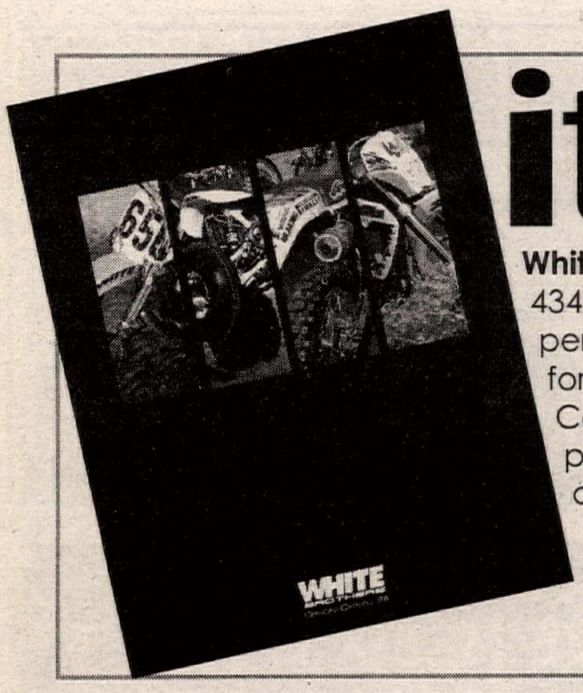

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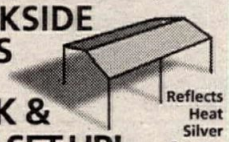

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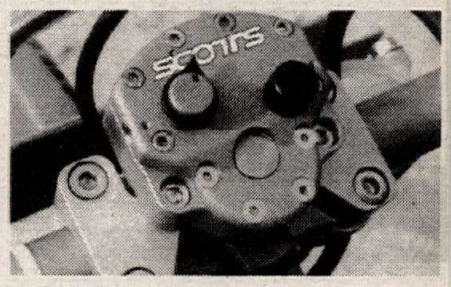

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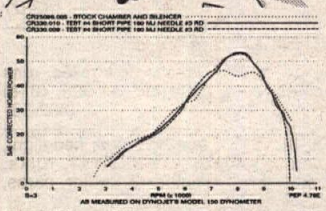

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A-Loop Off Road 58
Accord Speedway 48
ACME Suspension 67
Action Sports Promotions 65
Aerostitch Riderwear 59
AGV-MDS Helmets N.A. Inc. 68
Aircone Inc. 63
ALLREDY Canopies 61
Allsport Salvage 67
American Dirt Bike, Inc. 61
American Honda 60
American Jawa Limited 56
American MC Institute 66
Andrews Yamaha-Kawasaki 60
Apache Honda Yamaha 58
Applied Racing 63
Arai Helmets 68
ATK America, Inc. 65
Avon Tire 65
Backroads Adventures B.C., Inc. 66
Baja Designs 63
Baja Off Road Tours 62
Baja Off-Road Adventures 58
Banzai Parts 68
Bare Bones Machine 57
Barnett Tool & Eng. 65
Bel-Ray Lubricants 60
Bell Helmets 69
Berg Racing USA 59
Bert's M/C Mall 31
Bieffe USA, Inc 63
Bike Life 69
BikeStaz 67
Bill Cody Racing 69
Bill's Pipes 59
Bley USA Inc. 57
BMW Of North America 67
Boswell Energy Systems 67
Boyesen Engineering 59
Braking USA 68
Branson USA 48
Briggo Enterprises 65
Broome-Tioga Sports Center 27
Buell Motorcycle Co. Inc. 60
C&J Racing Frames 57
C Cycle Suspension Service 63
C P C 57
C.R.E. Imports Inc 58
Calhoun Motocross 56
California Racing Club 51
Can-Am 69
Carb Parts Warehouse 56
Carbon Tech 65
CBR Bearing Co. 61
CCM San Jose 62
Champion Racing Frames 69
Championship Cup Series 60
Chaparral Cycle Supply 62
Charleston Custom Cycle 62
Chris Agajanian Presents 31,50
Clarke Mfg. Co. 60
Clean Racing 59
CMA 50
Cometic Gasket 65
Composites Unlimited 69
Cope Racing 67
Copper Gaskets Unlimited 61
Cosmopolitan Motors 57
Creative Energies 56
Cycle Concepts Inc. 67
Cycle Express 57
Cycle News On-Line 13
Cycle News T-Shirts 31
Cycle Pros 56
Cycle Recyclers 61
Cycle Service Racing 51
Cycle Specialties Athens 68
D&D Motorcycle Service 69
D.G.Y. Motorsports 69
D.I.D. 61
Dennis Kirk 66
Desert Only Yamaha 61
DG Performance 63
Dick Allen's Yam. Hon. KTM. Sea-Doo 59
Donnie Hansen MX Academy 60
Ducati 67
Ducati Beverly Hills 61
Dunlop Tire 60
Dynatek 57
Earl Small's H-D 69
East Coast Cycle Inc. 67
EBC Brakes 63
Elf Lubricants N. America 59
Engine Dynamics Co. 61
Engines Only 59
Enzo Racing 59
Eric's Motorcycle Co 65
Erion Racing 65
Euro-Tech Engineering 69
European Cycle Specialties 57
Event Technology 59
F&L Company 56
Factory Connection 67
Falicon Performance Engineering 65
FANAF Co. 58
Fast By Ferracci 59
Fast Company 67
Fineline Motosports 58
Finish Line Products 66
FMF Racing 66
Fontana Radiator Service 69
Fremont Cycle Salvage & Access. 68
G F I Racing 51,50
Gary Baileys MX School 65
Gas Gas USA, Inc. 57
Glen Helen Racing, Inc. 48,49,51
GNC Motocross 51
Gustafsson Plastics 60
Hall's Husqvarna 66
Hammerhead Graphics 62
Hansen Motorcycles, Inc. 65
Hap Jones International 59
Hayward Honda 60
Heid's Hodaka 66
Hi-Point Trailers 57
Holliday Canopies 68
Honda of Milpitas 65
Honda of Russellville 61
HRP Products 68,69
Husqvarna 67
I-40 Motocross 48,66
I.C.O. 65
Inter-State Oil Co. 59
International Motorsport 62
International Speedway 51
Iowa Lakes Community College 61
JN Innovations 62
JC Motors 67
JT USA 67
Kawasaki Motors Corp. 58
Ken Maely Enterprises 62
Kev-Co/Stubbs Racing Products 58
Klemm Research 60
KTM Of Mojave 60
KTM Sport Motorcycle USA 60
L & R Racing Products 68
Lamson Porting 59
Langcourt Limited, Inc. 67
Legacy Motorsports, Inc. 61
LEM R & D 58
Letko Competition Cycles 59
Lightweight Products 65
Lindemann Engineering 69
Los Angeles Sleeve Co. 69
Los Angeles Triumph 57
M.C.C 68
M/C Concepts 58
M/C Specialties 66
Magnum Distribution 66
Maxima Racing Lubricants 68
McGraw Insurance Service 63
Megacycle Engineering 65
Metzeler MC Tire N.A. 59
Metzeler Motorcycle Tire 59
Mid Cities Honda Kawasaki 65
Mike's Cycle Parts 68
Moroney's H-D 57
Moto America, Inc. 61
Moto Cycle 61
Moto Liberty Cycle 56
Moto Line 67
Motocross Des Nations T-Shirts 31
Motocross Racing Assoc. 68
Motoman 67
Motorace 63,67
Motorcycle Accessories Unlimited 60
MSD Ignition 67
MSI Trailers 67
Myler's Radiator 59
Neanderthal Cycle Salvage 65
Netcom 39
Nickel Silicon Carbide 68
Nitrous Oxide Systems, Inc. 65
NMA 31
North County Yamaha 58
North Texas Yamaha 66
North West Maico & CZ 62
Northwest Sleeve, Inc. 60
Oakland Sports Center 31
Off Road Specialties 69
Old Timers MX Association 51
On Two Wheels 69
Orange County Suzuki 58
Over The Hill Gang 50
Pacific Plastic Repair 75
Penguin Roadracing School 59
Penske Racing Shocks 61
Performance Engineering 62
Performance Machine 63
Pettersson Pro Suspension 63,69
Pierce Racing 63
Pit Pro 62
PJ1:PJH Brands 68
Pomona Valley Kawasaki 58
Poway Honda/Kawasaki 58
Powroll, Inc 63
Pro Action Technology 66
Pro Art Works 61
Pro Circuit Racing 60
Pro Plates 59
Pro-Vue 69
PVL Electronics 61
R&R Cycle 58
Race Code 58
Race Tech 49,57
Racer Productionas 49,50
Racing Engine Components 59
Rader Bag,Inc. 66
Rancho M/C Dismantling 67
Rick Petersen Motor Sports 61
Ridersville Cycle 57
RK Racing Chain 69
RM Express 63
Ro Jo Productions 48
Rocket Rex Racing 66
Ron Wood Racing 60
S R A 50
Safari Cycle Spares 51,61
Seals Communications 72
Shock Therapy 69
Shoei Helmets 69
Shoup Enterprise 59
Slater Bros 57
Sloan/SHY Racing 65,66
Sole Performance 63
Spectro Oils of America 68
Sprocket Specialists 59
Star Racing 57
StickerPoint USA, Inc. 65
Stocker's Starters 62
Storz Performance, Inc. 62
Sudco International 67
Sunstar Engineering 56
Super Flow Corporation 56
Superbike Mike Engineering 61
Superior Sleeve & Machine 63
Supertrapp Industries 65
Surdyke Racing 67
Suzuki RM Cup 51
Syed Leathers 66
Team Calamari YSR 65
Tech Care Suspension 69
Tech Products 59
TechnoMagnesio Wheels 65
Terrycable Products 60,62
The Clayton Foundation 27
Thousand Oaks Yamaha Kawasaki 68
Titanium Advantage 56
TNT Motorsports 60
Tony D MX School 67
Tony Doukas Racing 66
Too Tech Suspension 66
Torco Racing Oils 62
Town & Country Cycles 59
Travelcade 69
Trick Racing Fuel 58
Triumph Motorcycles 60
TSR 31
Two Brothers Racing 66
UFO 67
U.S. Maico/Wulfsports 68
Upstate Cycle 60
USA Sports 63
Vance & Hines Motorcycle Center 56
Vanson Leathers 62
Vitonix 56
VP Racing Fuels 66
WERA 67
WCC Wholesale Parts 63
Web-Cam 58
Western Honda 69
Western Mfg. Corp. 62
Wheel Works 58
White Bros. Cycle Specialties 68
Wiseco 60
Works Connection 63
Works Enduro Rider/WER 65
Works Perfromance Products 65
WorldSports 63
WSMC 47
Yamaha Dealer Group 13
Yamaha Motor Corp. 65
Yeager Cycle Sales 67
Yoshimura R&D 27,60
Z Racing 63
Zep Nine Mfg. 65

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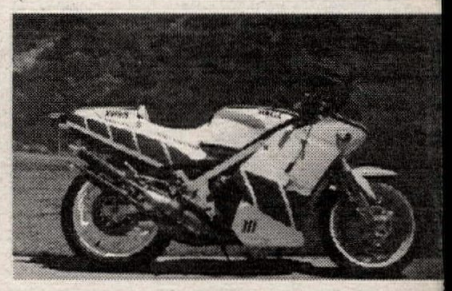

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CARR'S COLUMN
By Chris Carr

Boy, this was one weird week. Usually this time of year I've been racing dirt track every weekend and looking forward to the Peoria TT. This year, I've had a few weeks off and instead of Peoria, I was at Elkhart Lake for the NASB/Formula USA Race at Road America.

Why? Good question, and I'll get to that shortly.

But I'd like to take a moment and talk about what the Peoria TT has meant to me. As I'm sure the readers of *Cycle News* are aware, I've had a tremendous amount of success in Peoria over the last 10 years, and I've often been asked questions like, "Why do you go so fast in Peoria? Why are you so dominant? What is it going to take to beat you? What does this race mean to you?" and since it was pretty common knowledge that I wouldn't be there this August, "Who's going to win?"

First of all, I go fast at Peoria for several reasons. When you win the first National of your career, at any track, you go into that race for the rest of your career with a lot of confidence because you've done it before and you know you're capable of doing it again. Second, I grew up in Northern California on nothing but short tracks and TTs. Running 100 races a year on these tracks could make just about anybody a pretty good TT rider. Some of the other riders have used the excuse that my familiarity with the 600cc bikes is the reason for my success there. Hmmm. Maybe those same riders should have taken the time to race the 600s, like I did over the years, and not just run at Daytona and Peoria. After all, practice is said to "make perfect."

Why am I so dominant? As we all know, I've had some great points battles with Scott Parker over the years. And as we all know, he's won the large majority of those battles. Scott is a great champion, and we've become good friends over the years. However, it's only fair to mention that out of Scott's 73+ wins and six championships, he has not been able to beat me in Peoria. (I'm sorry I had to remind you of that, Scotty, but I just couldn't resist.) Scott's dominance in dirt track is tough not to admire. I'm just glad to say there was one place where he didn't dominate when I was racing him. I guess that's why I strived to dominate that place. From the way other AMA racing series have gone over the last few years, winning races has become addictive. I guess I was addicted to winning at Peoria.

What's it going to take to beat me at Peoria? Well, for this year, we won't find out, but I'm not ruling out returning to Peoria in the future. But I can tell you that in order to win the Peoria TT, you have to be in shape; although the race itself only lasts about 12 minutes, it's always hot and humid, so conditioning is a crucial factor. You need a good bike with good suspension; the jump and the tendency for the track to get rough require good bike setup. A good start is important at any race, but especially so at Peoria; The track has become very one-lined over the past few years, making clean passes tougher and tougher. Also, a little bit of luck goes a long way at any race, and Peoria is no exception (especially if you go gambling on the riverboat).

The Peoria TT means a lot more to me than just my success there. All the racers and fans are indebted to a special group of people known as the Peoria Motorcycle Club. The PMC has a long history as an AMA club, promoting TT races. They have offered a family atmosphere for racers and fans to enjoy, at their natural-terrain facility, since before World War II. To describe the atmosphere, I would say that it resembles that of an outdoor National motocross, but without the triple-jumps, whoop-sections or "nac-nacs." At least not yet, anyway. However, you are able to see riders hitting the jump at 60 mph and flying nearly 100 feet in the process. My unofficial, longest jump was approximately 130 feet, but I wouldn't dare do that again.

The race at Peoria reminds me a lot of my roots. Every year that I went to Peoria was a reminder of what the "good ol' days" were like as I was growing up-and then the green flag would drop and it was back to work. I think all racers like to look back and remember when they won their first trophy, or in my case, just finished a race without crashing. That is why the Peoria TT is a special place, a special race run by special people who have given countless hours every year so they can turn around and do it all over again the following year. We, as riders and fans owe them a lot for that. I know I certainly do.

Well, my reasons for not being in Peoria this past weekend are pretty easy to explain. For all of my dirt track friends and fans that I've met over the years, and who I dearly miss, I'm sure you know that I've been road racing for Harley Davidson on the VR1000 for the last two years. This is a personal goal I've always wanted to pursue, and Harley Davidson has given me that opportunity. So this weekend while the TT was run in Peoria, I was competing in the NASB event at Road America. We decided to use the race as an opportunity to test our bikes for the last two rounds of the AMA U.S. Superbike Series at Sears Point and Las Vegas. We're hoping to finish the season on a strong note.

Well, now comes the time to answer the big question: Who did I think was going to win the Peoria TT this year?

I'm sure Scott Parker is a favorite to win this year's event. His experience and speed demonstrated at Peoria over the years would make him the guy to beat. I'm writing this before the race has been run, and you'll be reading this in the same issue that the race results are printed, so this is no easier for me to predict, than for any of you. With my record at Peoria, people may think that winning there is easy for me, but that is far from the truth. Just as everyone expects Scott Parker to win championships, I was always expected to win Peoria. As I'm sure Scott would confirm, winning every year only gets harder.

So, the guy who will have won the race by the time you read this is, in my opinion, a guy who has just won the first National of his career. He has grown up riding short tracks and TTs. He hails from west of the Mississippi River. He's in great shape, he's on a good bike, he's ridden a lot of 600 races, and he gets good starts. The guy who has won the 1996 Peoria TT is a guy like me. CN

There are those who would argue that the only way Chris Carr would fail to win the Peoria TT is by not being there. Carr's record of nine wins, including eight in a row, at the famous circuit may never be broken... Editor.

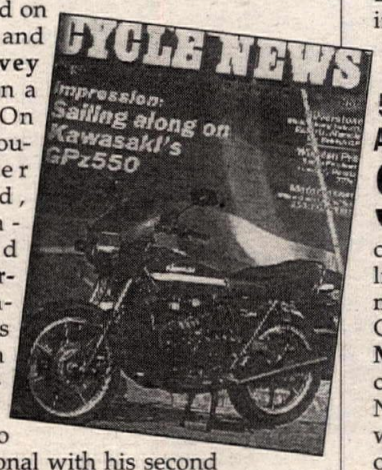
LOOKING BACK...

25 YEARS AGO... AUGUST 24, 1971

Cycle News ran an interview with Baja and ISDT-racer **Gene Cannady**, who was also an LAPD detective... **Suzuki-mounted Rich Thorwaldson** won the Open race at the Dirt Diggers European Scrambles. Husky riders **Mitch Mayes** and **Arthur Kanpp** took second and third, respectively. **Larry Pfutzenreuter** won the 101-250cc class... Belgian **Joel Roberts** entered the record books as the most successful motocrosser ever by winning his fifth 250cc World Championship at the Finnish Grand Prix, where he finished second to Suzuki teammate **Sylvain Goeboers**... The "Little General," **Robert E. Lee**, proved he liked Friday the 13th by winning the Sante Fe Short Track National, held in Chicago, Illinois, on an Ossa. **Rex Beauchamp** finished second on a Harley Davidson and **Neil Keen** got third on a Yamaha.

15 YEARS AGO... AUGUST 19, 1981

Alex Jorgensen dominated the Santa Fe short track for his fourth career National win. **Mike Kidd** took second on a Yamaha and **Terry Poovey** got third on a Honda. On the same doubleheader weekend, Yamaha-mounted **Scott Pearson** continued his domination of the Peoria TT Winston Pro Series National with his second consecutive win. **Randy Goss** finished second on a Harley Davidson and **Gary Scott** brought his Triumph home in third in a tight duel to the finish... Dutch privateer **Jack Middleburg** pulled off a huge upset by winning the 500cc British GP, making his pass on the last lap. Yamaha's **Kenny Roberts** and Suzuki's **Randy Mamola** settled for second and third, respectively, after dicing back and forth over the lead for most of the race... Husqvarna-sponsored **Tom Webb** took the overall win at the Pasadena M.C. Lights On Enduro, held in Barstow, California. Just missing out on the overall win was IT175-mounted **Bill Fulmer Jr.**



5 YEARS AGO... AUGUST 12, 1971

Soichiro Honda, 84, founder of the Honda Motor Co., died in a Tokyo hospital on August 5th, due to complications from a malfunctioning liver... In his quest to become the first motocrosser to win three AMA National Championships, Team Honda's **Jean Michel Bayle**, who had just been crowned 250cc SX and 250cc MX National Champion, scored the overall win in the 500cc National Championship opener at the Spring Creek Motocross Park in Minnesota. Honda teammate **Jeff Stanton** got second after being passed by Bayle in the last corner, and Team Yamaha's **Damon Bradshaw** finished third on an air-cooled WR490. Team Kawasaki's **Jeff Matiasevich** broke his femur while leading a qualifier race for the 500cc class, thus, ending his season prematurely... Honda-mounted **Ronnie Jones** won the Rapid City Half Mile National in South Dakota. **Will Davis** finished second on a Harley-Davidson and **Larry Pegram** took home third on a Honda. CN

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MotoWorld

ESPN2

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Side-step the August heat on MW2 with a Honda home-coming.

Motorcycling's gold medal winner, Jerry Bernardo, helps the Ohio professionals with something we can only describe as "a very special motorcycle."

Then, the search is on. Dr. J gave us the slip, where he turns up, nobody knows.

August is international racing month on MotoWorld.

Tune in for in-depth coverage of the Austrian and Czech GPs, experience the six days Enduro in Finland, and watch as the World Motocross Series comes to a head.

State-side the Motocross finals are fast approaching, and Kyle Petty will join us in the studio. Don't miss it!

MOTOWORLD 2
AUGUST 1996 SCHEDULE ON **ESPN2**

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
8/10	Saturday	12:00-12:30pm	& 8/12	Monday	3:00-3:30am
8/24	Saturday	12:00-12:30pm	& 8/26	Monday	3:00-3:30am

MOTOWORLD
AUGUST 1996 SCHEDULE ON **ESPN2**

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
8/2	Friday	7:30-8:00pm	& 8/4	Sunday	10:30-11:00am
			& 8/7	Wednesday	3:00-3:30am
8/8	Thursday	11:30-12:00am	& 8/10	Saturday	11:30-12:00am
			& 8/13	Tuesday	3:00-3:30am
8/15	Thursday	11:30-12:00am	& 8/17	Saturday	11:30-12:00pm
			& 8/20	Tuesday	3:00-3:30am
8/22	Thursday	7:30-8:00pm	& 8/24	Saturday	11:30-12:00pm
			& 8/27	Tuesday	3:00-3:30am
8/30	Friday	7:30-8:00pm	& 8/31	Saturday	11:30-12:00pm

125cc 250cc AMA Motocross

WORLD GP

125cc 250cc AMA MOTOCROSS
1996 SCHEDULE ON **ESPN**

EASTERN TIME			
New Berlin, NY	8/11	Sunday	1:00-2:00am
Troy, OH	8/17	Saturday	1:00-2:00am
Millville, MN	8/24	Saturday	1:00-2:00am

1996 SCHEDULE ON **ESPN2**

EASTERN TIME			
New Berlin, NY	8/2	Friday	8:00-10:00pm
	8/8	Thursday	12:00-2:00am
Troy, OH	8/10	Saturday	2:30-4:30pm
	8/15	Thursday	12:00-2:00am
Millville, MN	8/24	Saturday	2:00-4:00pm
	8/26	Monday	3:30-5:30am

WORLD GP
1996 SCHEDULE ON **ESPN**

EASTERN TIME			
Germany	8/4	Sunday	12:30-1:30pm
Great Britain	8/11	Sunday	4:00-5:00pm

1996 SCHEDULE ON **ESPN2**

EASTERN TIME			
Great Britain	8/3	Saturday	2:00-4:00pm
	8/6	Tuesday	12:30-2:30pm
Austria	8/10	Saturday	12:30-2:30pm
	8/19	Monday	12:30-2:30am
Czech Republic	8/30	Friday	8:00-10:00pm

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